

Australian



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OXER
ELECTRONICS

MODEL RAILWAY

Magazine

APRIL, 1984.

ISSUE 125. Vol.11. No.8

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Castle Hill Lines
by Wessex Group

PESCHEL'S PICKLES
by Garry Edlen

V.R. 'SFX' flat wagon

The Crocodile

4 wheel Coal Hoppers



MODEL DOCKYARD ANNOUNCE CLOSING DOWN — SALE —

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VR 'ZLP' VAN Work on this model is on schedule. Price has yet to be decided but will be slightly more than the 'C' Van. As the bogies for the 'ZLP' are used on a number of VR Vans and waggons, we will release them for sale prior to releasing the van itself. Full details should be advised in the next issue of AMRM.

McBEE'S ARE 10

In October 1984 McBEE'S HOBBY CENTRE will have been trading for 10 years. To help celebrate our tenth birthday we have arranged with THE MODEL COMPANY to start producing a series of VERY limited run, hand built locomotives. It is intended that these models be ready-to-run, painted and decalced. The models will be constructed using brass with some of the larger castings being white metal where this material is considered to be more suitable. The motor will be either a Sagami or Mashima 'can type' - depending on availability.

A pilot model will be constructed and will be available for inspection in our shop. Orders and deposits will then be taken and, because of the small numbers being built, it is estimated that delivery will be 12 - 16 weeks after orders are placed. (Country and interstate customers with a genuine interest will be supplied with a set of colour photographs of the pilot model). We expect to be able to price these models below the Korean built models being offered by other importers. The first model, the VR 'F' Class diesel shunter, should be ready in plenty of time for our tenth birthday. If you are interested in the 'F' class, or just in the 'limited run' concept, please write and ask to be placed on our mailing list. Please remember quantities will be VERY limited.



We have the full range of DETAIL ASSOCIATES in stock. Many items from this range of detailing parts can be used on Australian prototype models.

RETAILERS can contact TYREN DISTRIBUTORS at P.O. Box 144 COBURG for trading terms and prices.

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Have you purchased your 1984 WALTHERS HO CATALOGUE yet? THE WORLD OF HO SCALE - 1984 is priced at \$15.50. Price includes a 12 months supply of Craft Train News. As a special offer, 5 or more copies to the one address will be post free - a large saving for Clubs or Groups.

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NSW, SA.. .. \$4.25
QLD, WA, NT .. \$4.75

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Saturday 9:00am to 1:00pm.

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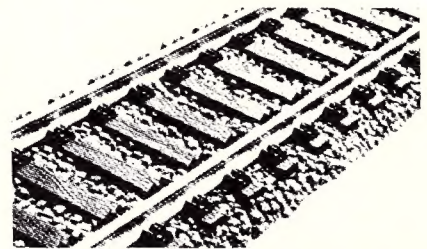
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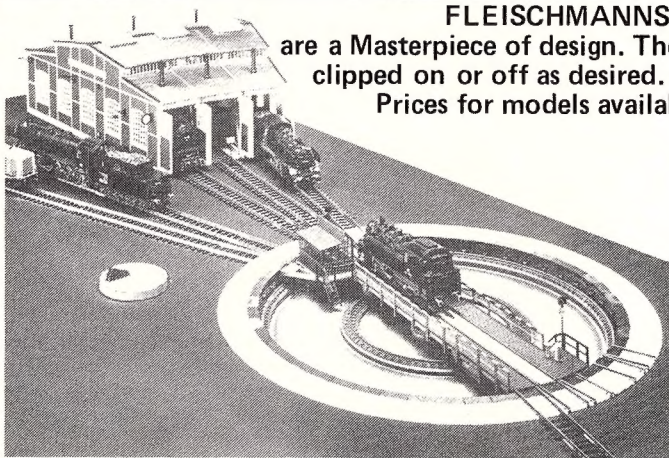
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HOT from the Nurnberg Toy Fair in Germany is the 1984 "New Items Brochure".
Hurry now and ask for your copy to-day.

CATALOGUES — POST PAID ESSENTIAL WHEN PLANNING A LAYOUT

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BRAWA - HO, N, Z accessories	3.50
BEMO - HOe, HOm, locos, waggons, tracks etc.,	4.50
FALLER - HO, N, Z kits	3.00
SOMMERFELDT - HO, N, HOm catenary	3.50
HAG - HO Swiss prototype	3.00
METROPOLITAN - Swiss N brochure	.40
SALOTA - Multi-train control - HO, LGB, No.1	S.A.E.
SEUTHE SMOKE GENERATORS & cleaning aids for HO/OO, N, O, No.1 LGB	S.A.E.
HELJAN - HO/OO, N, kits	1.80
KIBRI - HO, N, kits 1983/84	4.80
ROSKOPF - HO Military models	1.00
ROCO - HO & N,	5.85

VOLLMER - HO, N, Z kits	5.30
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- MARKLIN Magazine (German Text)
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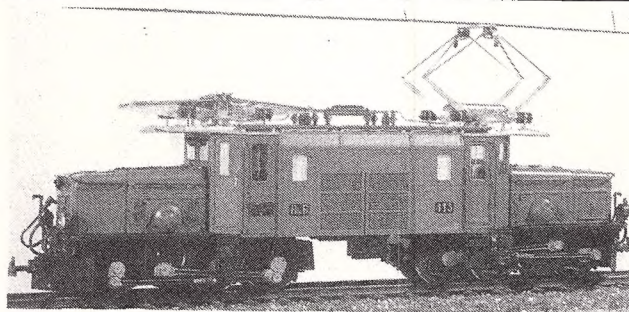
BEMO

NARROW GAUGE HOe, HOm

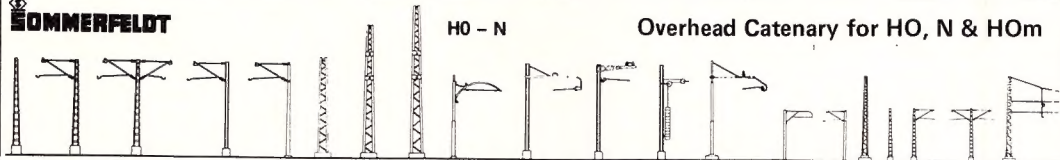
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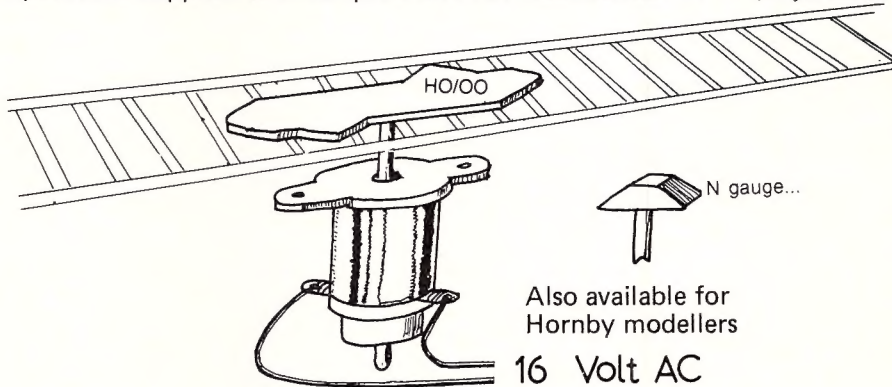
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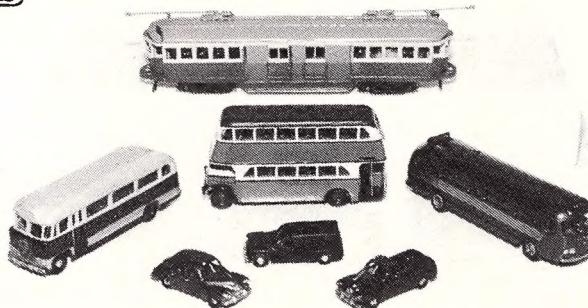
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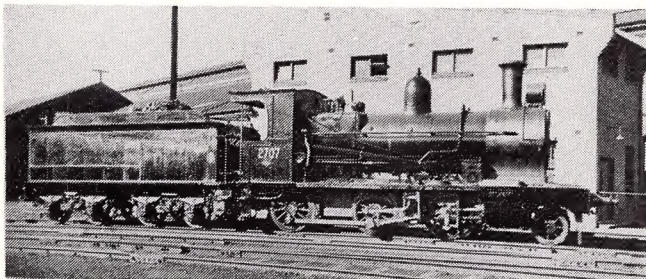
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June 1984

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AR KITS

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BK 9 SAR Obf 4 wheel open wagon	\$5.50
BK10 VR V van	\$7.30
BK11 VR VF van	\$7.30
BK12 VR VP van	\$7.40
BK13 VR VBBY/BLX box car	\$7.70
BK14 VR VLEX louvre van	\$8.50
BK16 VR VLFVLX louvre van	\$7.70
BK17 VR ELX heavy duty plain side	\$7.70
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BK19 VR VP van No.103	\$7.50
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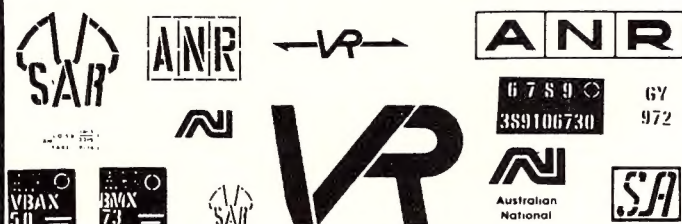
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DIARY

EXHIBITIONS

CANBERRA — ACT. Expressions of interest are invited from clubs and individuals interested in exhibiting at the next Malkara Special School Exhibition to be held on the last weekend of July or the first weekend in August 1984. Details of the exhibit should be marked '1984 Exhibition' and forwarded to ACT Model Railway Society Inc., Box 123 PO, Kingston. 2604 by early March 1984.

PERTH — W.A. June 2, 3, 4 1984 at the South Perth City Halls, Southgate Street, South Perth. Open 10am to 6pm each day. Organised by Australian Model Railway Association (W.A. Branch). Further details A.A.Porter (09) 330 1848.

CASTLE HILL — N.S.W. July 21, 22 1984 at Community Centre, Old Northern Rd., Castle Hill. Admission \$1.50/50c, \$4 family.

NEWCASTLE — N.S.W. September 8, 9 1984 in conjunction with Fine Scale Modellers Awards at Newcastle Police Boys Club, Young Road, Broadmeadow. Open 10am-10pm (Sat), 10am-5pm (Sun). Organised by the Combined Hunter Region Rail Modelling Association, c/-NNGMRC, PO Box 317, CARDIFF 2285.

LIVERPOOL — N.S.W. September 29, 30, October 1, 1984 at E.G. Whitlam Recreation Centre in Woodland Park, Memorial Avenue, Liverpool. Open 10am-8.30pm (Sat), 10am-6pm (Sun), 10am-6pm (Mon). Organised by the NSW Branch of AMRA, 42 McMillan St., Yagoona. 2199

COMPETITION

NEWCASTLE — N.S.W. The Combined Hunter Region Rail Modelling Association is holding a Fine Scale Modellers Award in conjunction with their exhibition over the weekend of September 8, 9 1984. Awards for locomotives, rolling stock, structure, diorama, layout and live steam will be held. For further details contact the 'The Secretary' C.H.R.R.M.A. c/-N.N.G.M.R.C. PO Box 317, CARDIFF. 2285

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APRIL 1984

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SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

The Annual Membership Fee for SCMRA is \$14.00 from March to February and the Joining Fee is \$12.00. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Annual Fee is \$7.00 plus the \$12.00 Joining Fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster, Standards, Recommended Practices and Information

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Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

MEETINGS

New South Wales:

April 14 — Annual Auction.
May 12 — Running session at Liverpool.
June 9 — Talk on narrow gauge at Rydalmere.

Queensland:

April 14 — Layout working bee at The Gap.
May 5,6,7 — AMRA Exhibition.
June 9 — Films and slides at Upper Brookfield.

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

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Australian Model Railway Magazine

COMMENT

This issue of the Australian MODEL RAILWAY Magazine will see the end of a long partnership and, in the long term, leave an unfillable hole in the Australian model railway supply market.

The MODEL DOCKYARD is closing!

It has been rumoured for many months . . . but fact has it that the Model Dockyard, housed in the heart of Melbourne's commercial centre, is a big business that only big money can buy. As Peter and Patty wish to retire from the business, they have no other choice than to close down Australia's biggest model railway shop.

The Dockyard, as it was favourably known, opened in the 1930s and traded through the troublesome war years under the guidance of Capt.E.H.James. Peter Duckett took over in 1953 and commenced to build up the range of models in the shop. This was achieved by direct import which also turned into many distributorships that benefited modellers Australia wide.

The Dockyard's association with AMRM commenced with Issue One, when on Page 2 Peter Duckett announced the production of the first Australian outline HO scale locomotive. This leadership has given us the availability of the many Australian outline models that are available today.

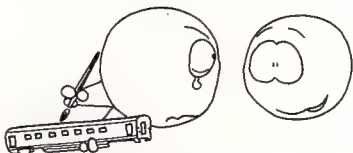
Throughout the years, on 125 occasions the Dockyard has used the inside front cover of AMRM to advise Australians of the current happening in the brass model field. Dockyard stuck with AMRM, even through the dark years when support for this magazine was low.

For Melbourne based modellers, the Dockyard was a meeting place, in lunchtime and after work. If there was no-one to chat to there was the many glass show cases to drool over, or a very wide range of scratchbuilding items to select from. Thankfully, the Dockyard was not restricted to Melbournians, for they ran a very good mail order service. In the days of two posts a day it was possible to write to Dockyard on the Monday evening and have that list of much needed modelling components on hand by the Friday — and that was from Sydney.

The contribution by Model Dockyard to this hobby is immeasurable. There is not one shop or individual who can or will take its place. Thank you Peter and Patty for your contribution to our hobby, and we trust that you will thoroughly enjoy your retirement. We will miss you!

Oh . . . by the way, most of Dockyards stock, especially the brass locomotives, are being discounted by 50% — and — Page two of AMRM is now available for another permanent advertiser.

Bob Gallagher.



"We're out of Crimson Lake — would Veronica Lake do?"

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ON THE COVER

In Perth, the Westrail suburban commuter service (rail) is supplied diesel rail cars and trailers of varying vintage. The ADX/ADA two car unit is heading towards Perth while the multi car set, with an ADG car trailing, is heading towards Midland. The ADG car was introduced in 1954, the ADX in 1959 and the ADA in 1961. The photograph was taken by Bob Gallagher, on the dual gauge track a few kilometers west of Midland in September 1983.

The PAGE 11 photograph this issue illustrates a scene on the West Australian Model Railway Club layout, which has its home in the Perth (Claremont) Showgrounds. Apart from servicing the need of the club members the layout goes public once a year for the Show period. The layout is extensive in size, being based on American railways, but also has a 'U-drive' section attached. A superb beach scene, detailed by Gaye Moss, blends the area between the main layout and the U-drive. AMRM plans to cover the layout in more detail in a future issue. Photograph by Bob Gallagher.



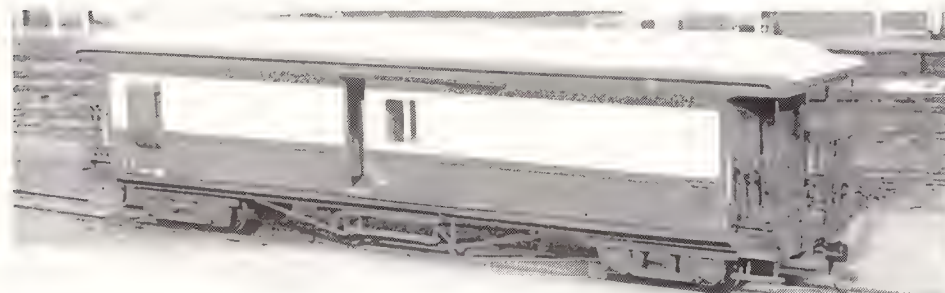
Richard Stallard built this very fine model of a 'Pm' class Pacific. Built over fifteen months the chassis was modified from brass bar, the boiler was made from 25mm electrical conduit while the remainder of the loco and tender was formed from styrene sheet. Boiler fittings, chimney, dome, etc., were formed from PVC rod. The valve gear and cylinders are from a Mehanotchnika USRA Light Pacific. The colourful W.A.G.R. livery was made up of Humbrol Dark Green (HM13) for the body, Black (Matt 33) for the underframe, while the buffer beams and number plates received Humbrol Scarlet (Matt 60).



Graham Watson built this model of an 'ACL' coach from embedding resin parts cast in silicon rubber moulds. The body was added to a scratchbuilt underframe and a sanded balsa roof covered with masking tape completed the model. Truss rods were fabricated from K & S brass rod. The patterns for the moulds were built up from styrene and detailed with Evergreen styrene strip. Floquil paints were hand brushed onto the model, the sides being Dark Green, the underframe Weathered Black and the roof Depot Buff.



Lynton Englund built this model of the W.A.G.R. 'ADE' railcar. Materials used included card for the sides and balsa for the roof, while the sideframes were fabricated from brass. The power plant is a Rivarossi power bogie and the model was painted with Humbrol paints.



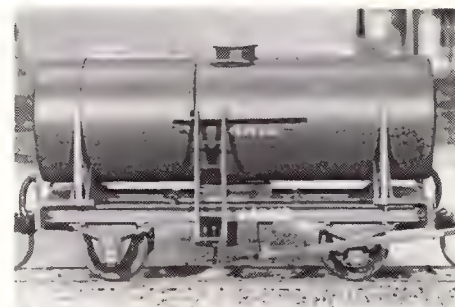
W.A.G.R. 'Z9' brakevan built by Richard Stallard. The body was laminated from three layers of 0.5mm card, hand scribed to represent the planking, while a solid section of balsa was carved for the roof and covered with a single layer of tissue paper. The 'wrought iron' end panels were made from Simpson brass strip, soldered into shape. The bogies are modified Roundhouse while the couplers are Kadee.



Gavin Stallard built this model of the W.A.G.R. 'Y' class diesel shunter. The body was built from styrene and is powered by a Tenshodo Spud unit. A number of components including axleboxes and springs were cast in resin from scratchbuilt patterns. The body was brush painted and weathered with an air brush.

Western Australian Government Railways may not be the most popular modelling prototype but it is obvious from the photographs on this page that the models are equal in standard to the models of the more popular prototypes. The models on this page are but a small representation of the Sn3½ scale models built and found running on the 'YORK' layout at Perth exhibitions.

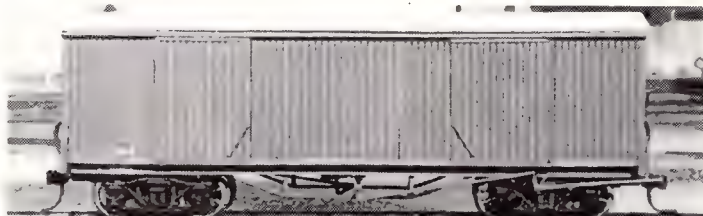
Photographs by Bob Gallagher.



Les Hayter built this model of a W.A.G.R. chromate tanker, which was built on an ex Midland Railway underframe. The underframe was constructed from plastic from plans and the tank was formed from conduit, with the cast end caps were secured in place with M.E.K. The tank is held in place with superglue, then straps and brake gear added. The filler cap is turned brass. The model was finished off with Floquil Boxcar Red with a touch of black and yellow and applied with an air brush. For the numbers Letraset was added to decal paper and applied to the model.



Graham Watson built this model of a 'ZF' guards van from North Eastern timber, the underframe being cast. Two layers of North Eastern timber were used for the roof and Kadee couplers fitted. A 60/40 mix of Floquil Zinc Chromate and Box Car red was applied to the van side.



North Eastern scribed siding was the base material that Graham Watson used to build this model of the W.A.G.R. 'V' van. Plastruct was used to fabricate the underframe channel while the truss and brake rods were formed from K & S brass rod. The bogies are Ratio fitted with Maygib 12mm wheels and the couplers are Kadee. The freight red livery was a 60:40 mixture of Floquil Zinc Chromate and Box Car Red. The roof was painted Depot Buff and the underframe Grimy Black. All painting was hand brushed.

→ The Castle Hill Line (Wessex Group) symbol, designed and cast in bronze by two members.

The Castle Hill Line

Article — Ian Thorpe Photographs — Ian Thorpe
Captions — John Hutchinson Graham Ball

Operating a model railway in a prototypical manner is considered by the Wessex Lines Group to be almost an art form. While operation is the prime concern, enjoyment of the hobby is the key factor.

The Wessex Lines Group is a group of Melbourne modellers who meet every Friday with an almost devout interest in operation. Besides being very keen enthusiasts of English railways, they are very capable modellers.

Members range in age up to retirement age and come from all walks of life. Looked over by 'father figure' Ted Tudor, the group has remained stable and productive for a considerable period of time. Membership is by invitation only and, while this may be considered harsh by some, it has played an important part in maintaining the group's high standards and interest.

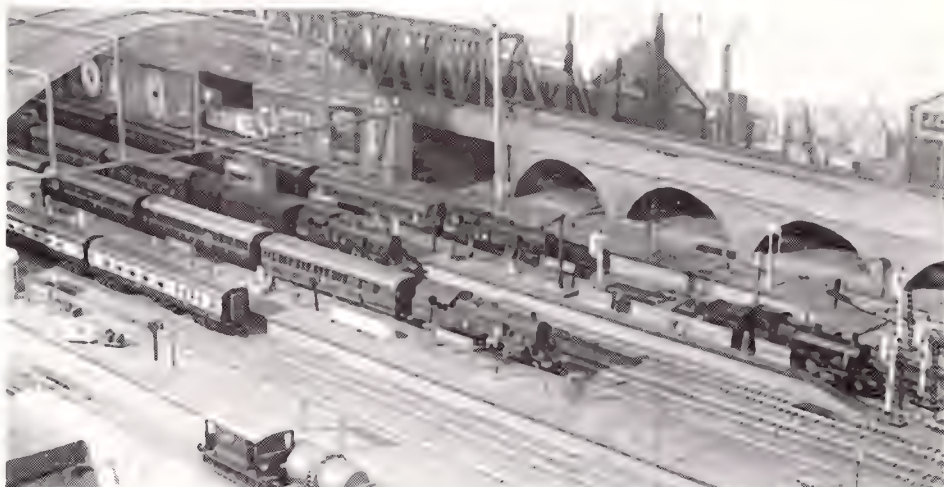
The Wessex Lines model railway is continually developing. I've had the pleasure of visiting it twice and found many subtle but important changes the second time. Housed in a 7.9m x 5.5m (26'0" x 18'0") garage, the layout is an excellent example of a model transport system. Designed primarily to operate, the

layout provides an interesting challenge for its operators.

First impressions of a large garage crammed with a model railway are quickly

replaced by admiration once the track plan is digested and the operating methods understood.

I've never been a great fan of British



Churchdown Station during a busy timetable period. Two Stanier tanks, a Fowler tank and an Ivatt loco can clearly be seen. Churchdown has seven platforms.

LMS 8F 4092 waits at the outer home signal at Rainhill Junction with the empty coal train. In the foreground the old mill at Foxfield, next to the open drain, is clearly seen.





GWR Manor enters Platform 3 at Foxfield. This station was exhibited at the 1976 Australian Model Railway Association Camberwell Exhibition as part of the then 'LMS Line'. Changes have been few and the whole station runs wonderfully well, even after seven years (that track is due for replacement!).



East end of Rainhill Junction station showing Duchess class loco waiting in platform 2 with a fast passenger train. Other trains are anticipated by the people waiting in platforms 3 and 4.



Rainhill coal storage area. The humble Jinty 0-6-0 stands next to the mighty Duchess Class 4-6-2. Both are Korean locos — the Jinty boasts a five pole motor. The Duchess model shown was bought for \$6.00 in a rather damaged state. Fortunately kind hands have repaired the motor and bodywork has been completely rejuvenated. It is a superb runner.



Level crossing at Foxfield, showing a hive of activity, particularly the truck with its broken wheel. The depth and feel of the scenery can be clearly seen. Trees are of cotton wool and twigs. All track is ballasted with our own grey dyed fine pine sawdust. All buildings are weathered (a great deal!).

railways (the only way I can tell the difference is to see whether the loco has LMS or LNER on the side), though I do have great respect for English modellers. Something that I always noticed was that English model railways were always clean. Engines were spic-'n-span and rollingstock — both passenger and goods — always seemed to gleam. I was therefore pleasantly surprised when I found nearly all the Wessex Lines' rollingstock was weathered in some way. Even the structures were weathered. The consistent realistic weathered finish of this big layout combines with the considerable physical distance between stations to create a very realistic layout. It's great to see long trains running through well-sceniced countryside between stations.

I've almost become a fan of English modelling since visiting the Wessex lines.

The Layout

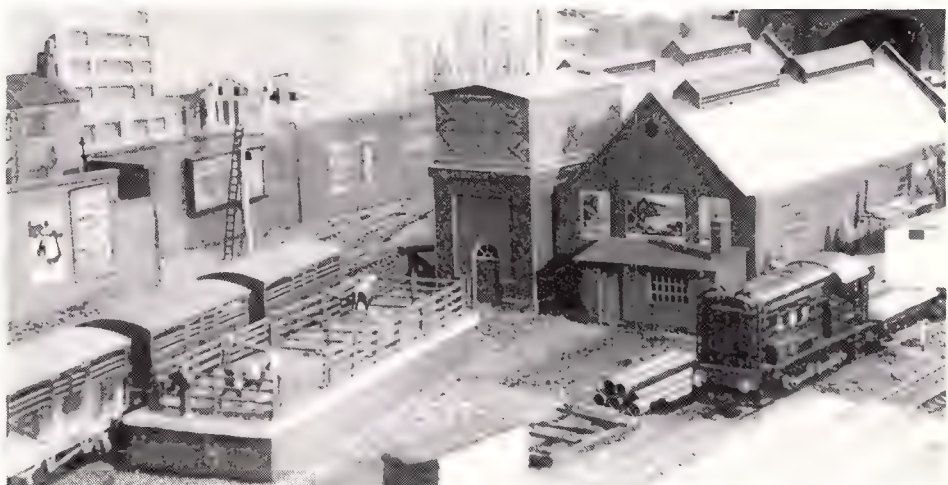
The Wessex Lines is a big layout as can be easily seen from the track diagram. Built gradually in portions over the years, some stations made up an exhibition style layout and have since been incorporated into the main layout.

I'll try to describe the Castle Hill line starting from the main terminus — Churchdown is the main station and has extensive goods and passenger storage sidings. An eight platform glass canopied station complex can handle the many timetabled passenger trains. After leaving Churchdown the mainline passes under Rainhill Junction to Foxfield. Foxfield has goods facilities including a siding which serves a canal dock.

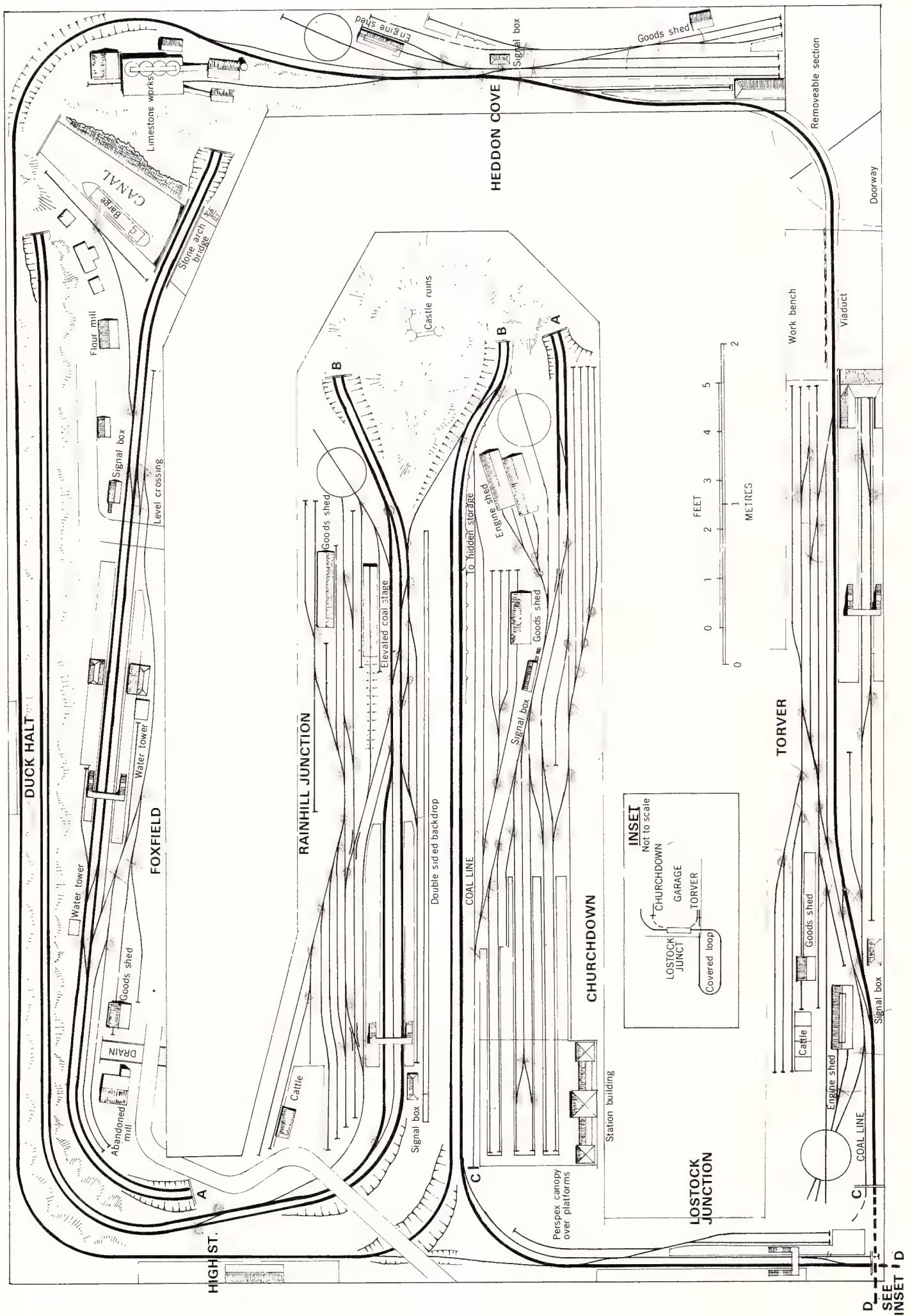
After leaving Foxfield, trains cross a masonry arch bridge before beginning the long climb to Rainhill Junction. Extensive goods yard facilities at Rainhill Junction make it a very important part of the operation. A large loco servicing facility featuring an elevated coal



Waiting for a passenger connection at Rainhill Junction. A mail train waits in platform 2. This coach (an old Triang coach) has been modified, re-wheeled and painted, to produce a coach of quality and good looks.



Engine shed, water tower and portion of goods area at Torver. LMS diesel loco shunts in the goods area.



loader is also provided. From Rainhill Junction trains can either be routed along the branch to Heddon Cove or along the mainline to Torver.

The mainline to Torver passes through Lostock Junction which provides a connection to the Heddon Cove Branch. After departing Lostock Junction the line leaves the garage via an enclosed loop and re-enters it at Torver.

Torver is a terminus station which provides extensive goods yards, including coal train storage from the mine track prior to dispatch, around the layout, to the powerhouse at Churchdown. The coal train is of course the old ploy of identical trains, one loaded the other empty, travelling via the Rainhill Junction, but in opposite directions. 'Full' ex-Torver to Churchdown 'non-existent' power station — re appearing in Torver as fresh from 'non-existent' mine. Empty ex-powerhouse back to Torver mine. Loco facilities are also provided at Torver.

After leaving Rainhill Junction the branch line to Heddon Cove passes through small stations at High Street and Duck Halt before reaching the terminus at Heddon Cove. A feature of Heddon Cove is the large limestone works which provides much goods revenue for the Wessex Lines.

Scenery

All of the layout is scened to a very presentable standard. Scenery has been constructed by using white packing foam covered and moulded with plaster bandage. Once dry, the plaster was painted dark brown using powder paints. When that was dry the ground base was brushed with matt varnish and various coloured flocks were sprinkled over it while still wet. Some very pleasing scenic effects, especially in the canal area, have been achieved using these methods.

The scenic effect gains credibility by the group's attention to detail. Scale size rubbish litters the tracks, station areas and yards. Many 'mini scenes' have been created by using model road vehicles and figures. Buildings are everywhere on the layout; predominantly Superquick card structures, they have been realistically located and being weathered, greatly enhance the overall scenic effect. Backscenes, from many makers, have been cut and reorganised and combine with hand-painted sky backdrops to create a sense of depth.

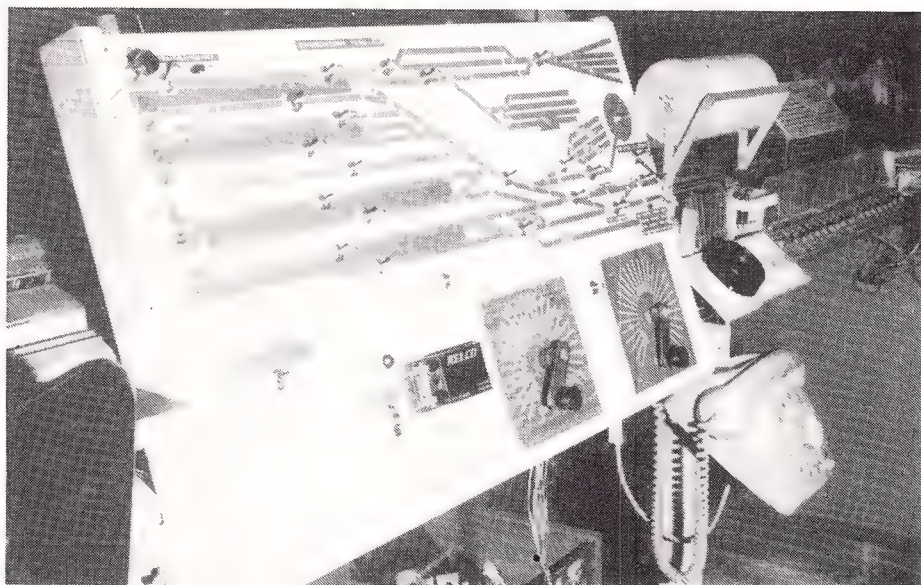
Trackwork

Peco and Wrenn track combine with Peco points to provide almost flawless operation. Trackwork is predominantly laid on cork roadbase and ballasted using a homemade mixture of very fine dyed sawdust. A feature of the layout is the lever and rod operated signals and points. All points are operated by levers and some are even interlocked with signals. Signals, a mixture of brands, are also operated by levers. Naturally this adds realism to operating.

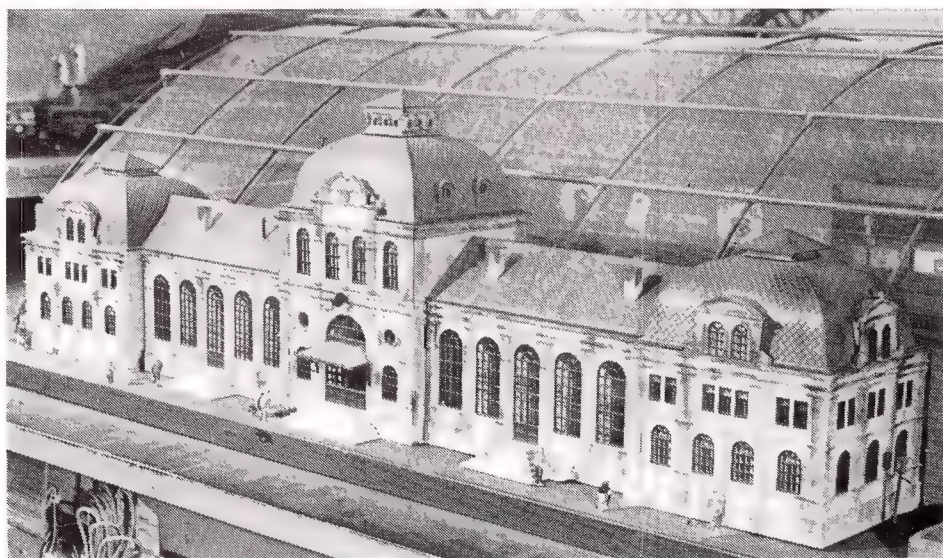
Rollingstock

Wessex Lines has a large roster of steam locos from nearly all English makers. Triang-Hornby, Hornby and Wrenn-Hornby predominate and locos are selected not only for their appearance but for their ability to perform with reliability. Motors have been swapped or new chassis fitted to ensure optimum performance. Locomotives are everywhere: I lost count after about twenty.

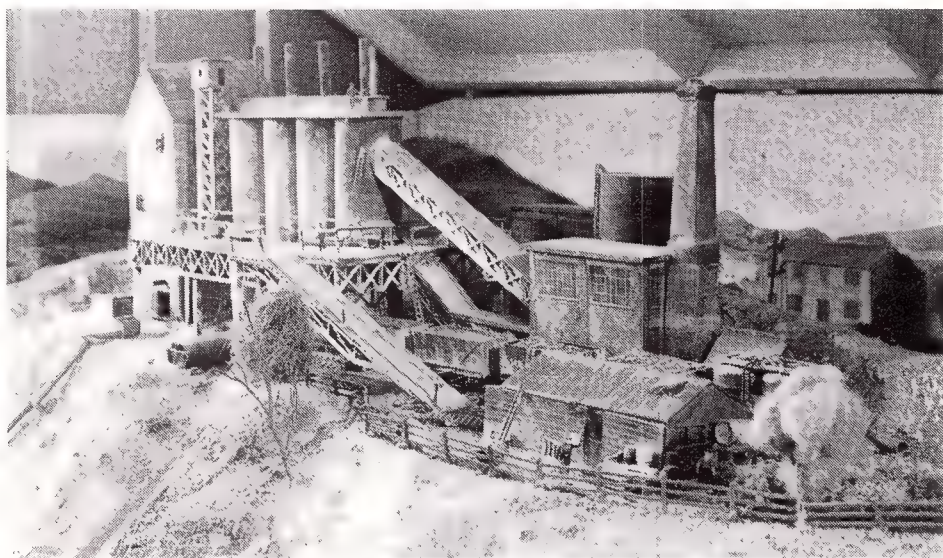
Rollingstock is an incredible collection of old and new. Most has been aged either by being old, or deliberately with lettering and paintwork weathered. Brands such as Ratio, Triang, Wrenn and Hornby provide the majority of stock. Much of the large fleet of passenger coaches has been re-wheeled and weighted to ensure reliable performance.



The control panel at Churchdown. The panel has two controllers and each section has a three-position switch. At the right of the panel is the timetable cylinder (one of eight), as well as telephone, signal and point levers (of which there are 237 on the layout).



Churchdown Station (Volmer kit — frontpiece), suitably dirtied and slightly altered. The canopy is made of fusing wire and thin perspex.



Heddon Cove lime factory — a scratchbuilt effort, giving excellent realism and depth.



Foxfield canal siding. Buildings shown are a mixture of kits and scratchbuilding. Trees are cotton wool. Small attention to detail gives a scene of feeling and realism.



Foxfield canal — under the railway bridge. There is a high drop to the canal below — note the staircase descending to water level and the crane to load goods.

Branchline GWR railcar approaches Duck Halt (named after the delightful BBC/TV programme 'Catweazle'. Catweazle lived in an old GWR station watertower at Duck Halt!). Empty coal train passes by on the mainline.

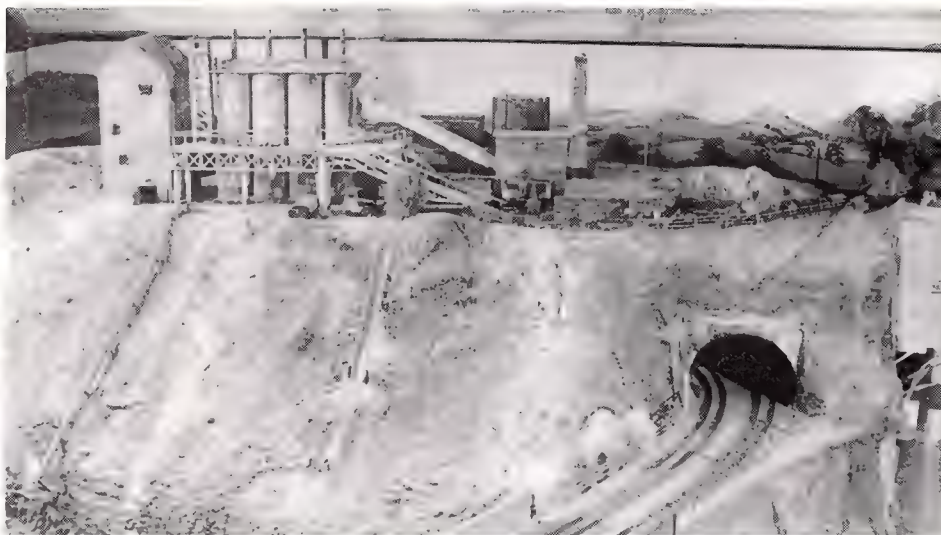


Operation

Cab control is used on the Wessex lines with two and three operators required at each station. Control panels are logically set out to make operation easier. Timetable operation is a big feature of the Wessex Lines and a system of digital clocks allows strict adherence to the timetable to be maintained. It is a pleasure to watch such a big layout operate. Everything has a purpose and it is very pleasing to see all the operations interacting to make the system work. Teamwork amongst the operators is very evident and necessary to enable the timetable to be maintained.

New operators 'learn the ropes' at the smaller, less important jobs and work their way up to the more complex stations thereby gaining their 'Certificate of Registration' as a fully qualified operator on Wessex Railway staff.

The Wessex Lines is a tremendous example of the friendship amongst modellers of a complete model railway built almost exclusively of commercially available equipment. These factors combine to always make it a pleasure for me to visit the Wessex Lines. ■



Mainline to Rainhill passes under the lime factory at Heddon Cove. Evidence of pollution from the factory can be seen on the embankment.



The tourist bus — made from a kit by a member. These delightful touches 'finish' a layout.



Foxfield canal siding from another direction. The flour mill building was used on the 'LMS Line' 1976 AMRA Exhibition at Camberwell.



Castle Hill itself — a bought kit 'vandalised' to simulate a ruined castle. Tourists can be seen inspecting the ruins.



Another view of the castle. A tourist bus can be seen in the background.

Garage Sites For Sale

Since 1980 all oil companies have been closing sites and selling them. If your oil company has sold its garage maybe your Real Estate firm has ideas to put on its sales blurbs.

If so, here are some uses for the sites:

- (1) Hardware/Handyman Supplies.
- (2) Frozen Goods/Freezers/Refrigerators Sales.
- (3) Craftsman's factory/Sales room.
- (4) Garden and flower shop.
- (5) Car accessories shop.
- (6) Car detailing shop.

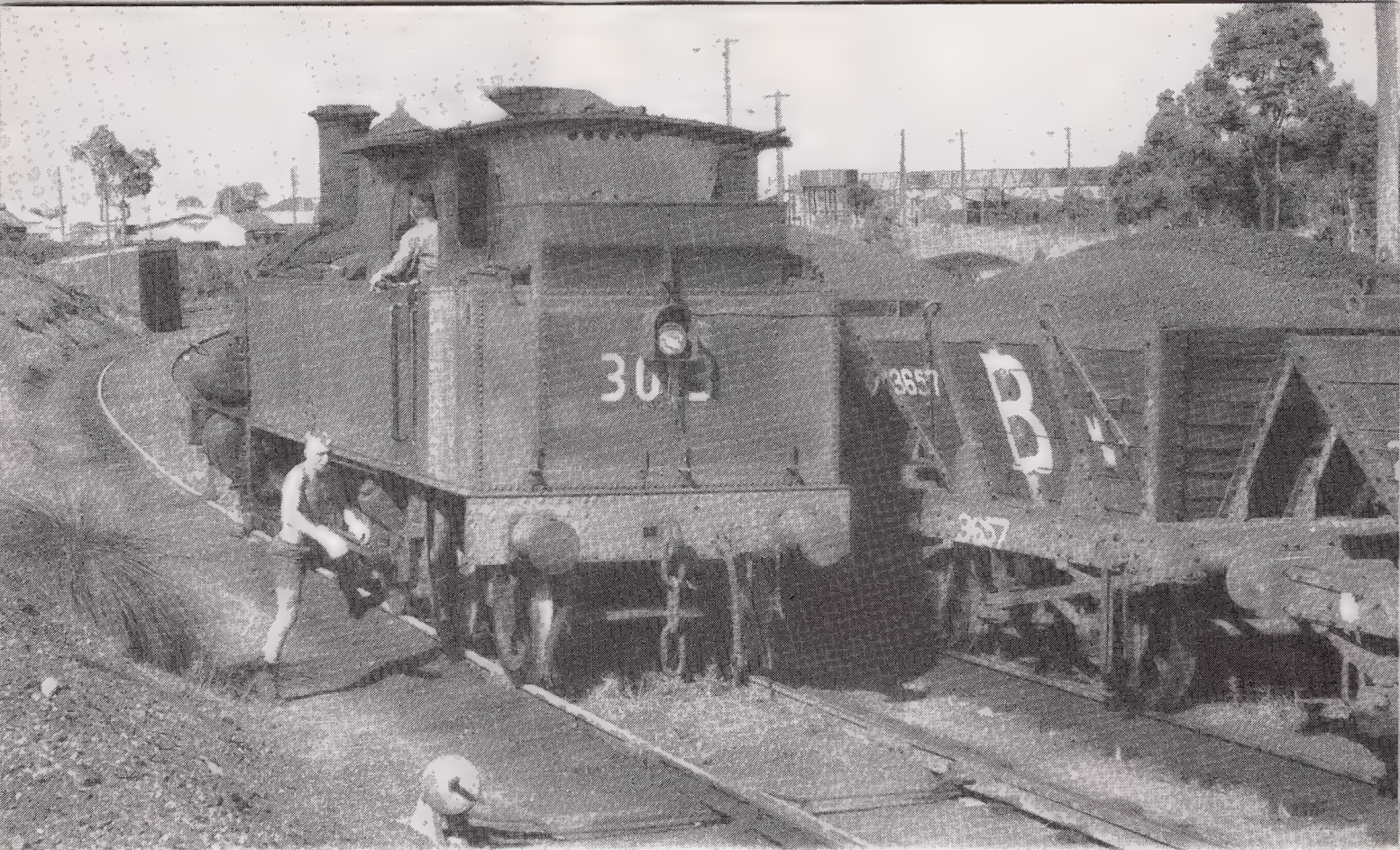
- (7) Used Cars showroom and parking/sales yard.
- (8) Real Estate office.
- (9) Fruit Market.
- (10) Horse Suppliers and Saddlery.
- (11) Hertz or Budget Truck Rentals.

Company Names

U. R. Anium Products, Pest exterminators.
M. T. Birdsnest, House Renovators.
K. G. Bird, Used Farm Machinery.
Sweet & Tooth, Confectionery makers.

Holla & Toot, Communications.
Tin & Kann, Plumbers.
Spot & Spain, Dry Cleaners.
E. Z. Duzzitt, Leisure furniture.
Getta Head, Barbers/Beauty Salon.
Friendly Fraudies, Used Car Sales.
Upandattem, Sports gear manufacturers.
O. L. D. Swappitt, 2nd. Hand Dealers.
Footsore & Weary, Road Contractors.
Boltz & Nutts, Hardware.
Nok. M. Downs, Builders and Demolitions.

Peter Kelly.



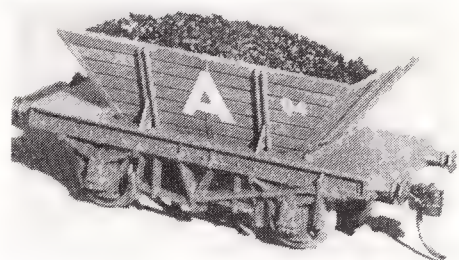
If you can tear your gaze away from the shunter's athletic pose as he leaves the moving engine to throw the point lever, you will notice the hopper alongside. Hoppers such as this wooden chassis fitted vehicle gave the inspiration for this article. Hugh Williams found ex-NSWGR tank 3013 at Hebburn Colliery on 30/1/69.

LIMA CONVERSIONS

A FOUR WHEELED COAL HOPPER

By now, most readers would be aware of the Trax brand NSWGR coal hoppers. The models can also be used as a private railway hopper if you overlook a few details. Prior to the release of the Trax kit I had begun building a rake of hoppers as detailed in this article. It is printed now so that readers may use some of the methods to introduce some different varieties into their hopper fleets. If you add up the hours required to build your own hoppers, the Trax kit will most likely appear excellent value to you.

I wasn't trying to produce a rivet counter's delight but rather a representation. I looked for a suitable good running chassis that was simple to convert because the time saved there could be used on the hopper itself. I had previously modified a Lima chassis for another wagon in this series so that appeared a good starting point. They are not available separately so I would have to pay over \$3 for every chassis. I scoured the secondhand market without success, then had a win in Melbourne where one shop was clearing out its range for



A Lima chassis and a scratchbuilt hopper results in this model. The coal load is removable to avoid carrying coal back to the mine.

by Phil Curnow

\$2 each. I went home nearly broke. If you do decide to buy and have a choice, try and get the Australianised steel-sided wagon as two bodies can be joined to make a passable bogie open wagon. I will include photos and details for that conversion in the third part of this series.

To add some operating variety to his layout, John Gordon included a privately owned coal hauling railway so he sought a local example to base his coalie on. South Maitland Railways seemed like a good basic choice as several books and wagon plans are available. After some reading it appeared that features of several NSW areas could be combined into a possible system. The most distinctive SMR feature was the multi-coloured, wooden-bodied, non-air fitted coal hopper so they were a must. To complicate matters, he added the steep grades of the Wolgan Valley line near Lithgow, a crossing loop similar to Dombarton on the 1 in 30 section of the Unanderra to Moss Vale line and an elevated coal bin similar to the NSWGR loco coal hoppers. Here the four wheelers would be unloaded from above and BCH type filled below for the trip to a powerhouse which is at a station represented in the hidden sidings. This sounded like a workable railway although grades would need to be

The Chassis Preparation

Remove the body by springing the clips off the end sills and then remove the couplers and axles. Now for a bit of hack and slash. With a sharp pointed hobby knife (I used a scalpel but remember that they are designed to cut skin and they do that extremely well), trim the coupler mounts from under the floor if you intend fitting Kadee couplers.

The hole that the hopper sits in extends to both side sills and is equal to the length of the

BACKGROUND

shallower than Wolgan because he would not be using Shays. The other Wolgan feature of a mine on the floor of a valley with the track then climbing to the top of the surrounding ridges seemed attractive.

The trackwork for the coal railway is now complete and scenery is about to be started, after which we could expect an article in AMRM. The BCH hoppers are AR kits and Athearn quad hopper conversions. The four wheelers were to be my project. Although you may not wish to build a similar railway, the ideas we used may be of some value. At the time I commenced research on the small hoppers there were two kits available. Prototype's all-metal kit looks and runs well, as indeed it should at over \$5 each. An unbranded kit had an epoxy cast hopper and a PMH chassis, however, the hopper sides were far too thick so the \$3.45 seemed overpriced, especially as we would need at least twenty wagons. The only other choice was to scratchbuild them using as many shortcuts as possible.

wheel base as shown in the diagram. Start by drilling a hole through one corner of the piece to be removed. Use a thin bladed fretsaw to cut out the piece then file back to smooth edges.

Removing the Brake Lever

Unlike the model chassis, most Australian wagons have only one ground throw lever. Lima plastic is fairly soft so it is possible to remove the cast on lever without wrecking the axle box. Just use a sharp blade to carefully chisel away the unwanted detail, then scribe the springs where needed. Remove the brake shoes on that side also back to the side sill. When finished, all you will have left will be two axle boxes mounted on that side sill. There were umpteen varieties of SMR hoppers and by removing one set of brake rigging from each wagon you can add variety to your trains.

Fitting Couplers

As mentioned previously, I wanted to fit Kadee couplers and also dummies as the hoppers will operate in permanent groups of four with Kadees at the outer end and dummies elsewhere. It is easy to standardise and fit Kadee coupler boxes throughout, then install Kadee couplers where required because you may wish to change your mind later. Kadee boxes can be bought separately but a modeller who runs Athearn etc. will probably have heaps of spare boxes for sale at reasonable prices.

I have tried several methods of fitting couplers and what I describe is my most successful so far. I found a plastic knitting kneedle only slightly larger than Lima's coupler mounting hole which I then filed out slightly so that the rod was a tight fit. Cut a piece to fit then glue it into place with MEK etc. Make sure that it does not go above the level of the end sill.

Kadee make long shank couplers which are often used for buffer equipped wagons but in my opinion they look unrealistic because of their length. I have found that ordinary Kadee No.5 style work well with these Lima wagons if they are moved slightly from their usual position. Glue a strip of 0.020" styrene onto the end sill between the buffers and trim to the same width as the end sill. I used 10.5mm (36") dia. spoked wheels and found that the underside of the floor is at the correct height for attaching the Kadee box but if you use different sized wheels you will have to make adjustments to suit. Glue the top of the box to the floor and make sure that it is on the wagon centreline and with the lip against the styrene on the end sill. When dry you can drill and tap through the coupler mounting hole and then cut a screw to fit. I always mount Kadees with a bolt or screw in case I have to remove them later to remove any binds or straighten springs. I used both Sentinel and Prototype dummy couplers by filing the shank to fit the box and enlarging the pivot hole to suit.

Weighting the Wagon

Obtain some thin sheet lead from a plumbers' supply store and cut it to fit above the floor at each end. I used two layers of 1/16" lead which I had bought years ago. Glue it into place, making sure that it does not cross the edge of the hole you cut in the floor.

Fitting the Wheels

Lima use a different length axle to most others. Tenshodo are a good fit, as are some types of Roco, but both are expensive and disc type. I wanted a 10.5mm spoked type which limited the choice. MGW were unavailable, whilst Bergrs were dearer and just as hard to get. Locally-made Cavalcade Model wheels seemed the answer. Their RP25 flanged wheels have the same axle diameter as Lima, although longer between the points, so all we need do is swap axles. Perhaps as Lima prod-

uce more Australian wagons someone will produce wheel sets to suit. (Casula Hobbies now make replacement wheels for Lima wagons -Ed.) In the meantime, we have to pull the plastic-centred wheel off the Lima axle. The all-metal wheel is more difficult and really a job for a gear puller but if you don't have one you will have to resort to butchery.

As a test, I used an MGW coned wheel bearing to protect the end of the Lima axle as I carefully hit it out with a light hammer and a 3" nail. Being brass, the wheel bearing will not damage the harder steel point on the axle. Be careful not to bend the axle. Now remove the Cavalcade wheels and fit them to the Lima axle, making sure that they are the correct distance apart and equidistant from the ends of the axle. Spin the wheels a few times. If they wobble you can adjust the position of the rim on the plastic

centre by using a pair of flat-jawed needle-nosed pliers.

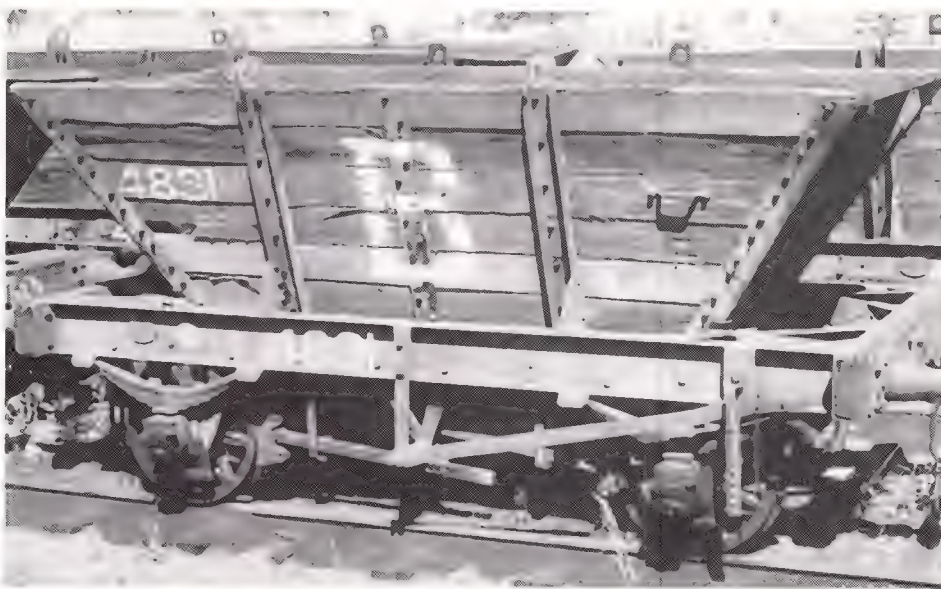
Finishing the Chassis

Use 0.010" styrene for the decking. Cut two pieces and glue one at each end flush with the edge of the 0.020" you added to the end sill. Along each side sill add a strip between the end pieces. Cut strips of 0.030" about 1mm wide (or build them up from 0.010") and glue on the inner edge of the end pieces to form the support that the hopper rests on. These supports usually don't go the full width of the wagon.

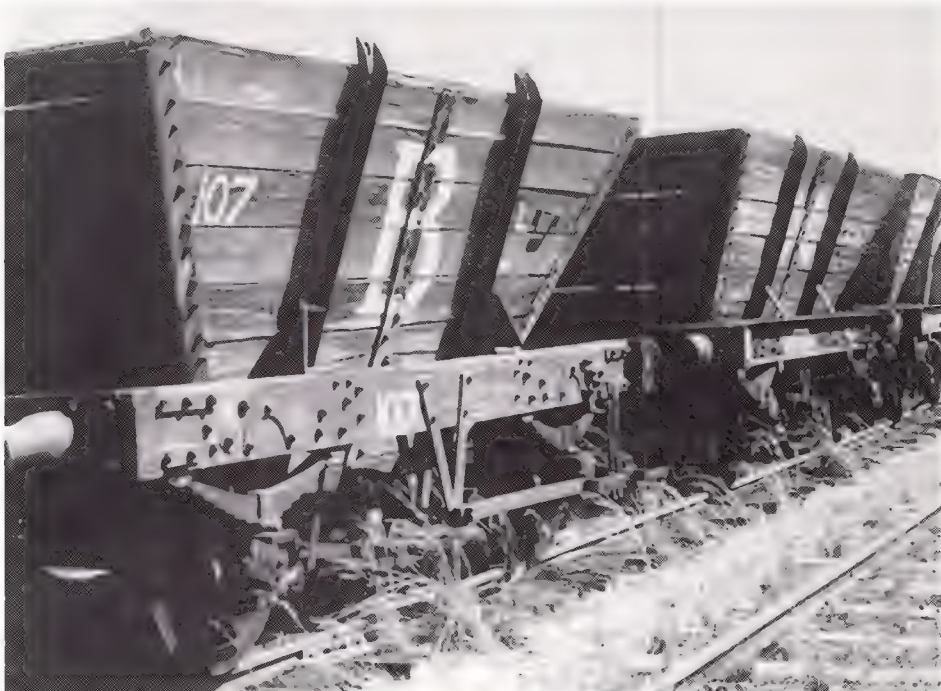
Now is the time to paint the chassis and I used Polly S boxcar red on some and grey on others. Paint everything except the axle bearings.

The Hopper

The hopper is the really distinctive feature



Eight years after the photo of 3013, a large number of wooden hoppers were stored at Hebburn sidings with scrapping not far away. All of those photographed were painted varying shades of reddish brown except No. 926 which was grey. All lettering was white. Many variations are obvious in these photos. B4831 is a short wheel base steel chassis type with channel strengtheners and only one on the end. The hopper supports resting on the side sill are triangular plates. B3948 has a longer wheel base with a tie rod connecting the axleboxes and a handbrake wheel instead of ground throw lever. A2561 is a short wheel base type but has a tie strap visible below the brake lever. The hopper support is made from strapping, while an extra board has been added to increase capacity. 926 has a very heavy type of hopper supports but no strengthening angle/channel on the end. The top board has been capped with iron. B107 is one of many fitted with wooden chassis as was B3657 in the leader photo. That hopper has two end angle brackets and the unloading doors are not part of the side angle strengtheners but are instead separately attached.



of these wagons. I wasn't trying to make an exact model so I consulted the LCH plan, then added to its length for the increased wheel-base of the Lima wagon. There is a mathematical method of calculating the length of a sloping section of a two dimensional drawing and, as it is quite a few years since I left geometry, I used the modeller's method of keep adding until it looks right. I allowed for a piece of lead to be added under the floor of the hopper to add to the wagon's weight. Although you may want to do a large group of hoppers, I suggest you perfect your method on one and, if necessary, scrap it before starting a production line.

The Body

I used North Eastern sheet timber with $\frac{3}{16}$ " scribbles. With this type of hopper the inside really needs to be detailed also. To make the hopper look as though it is made from separate planks turn the scribed sheet over, then with a pencil rule lines along the scribing but don't press too hard or you will have a heap of planks in your hand. The sheet will tend to curl a little.

Now on the scribed side draw the four sides of the hopper by first drawing a vertical centre line then working either side of it. You will find that because of the angle, the two sides and two ends will be mated in an AVAV pattern which will save wood. Also note that the ends require one more plank than the sides.

Smear a little Aquadhere along the edges of a side and an end then do the opposite pair. When nearly dry, you can join the pairs to form the actual hopper. Now cut a piece of scribed timber six planks wide to form the floor and glue it on. Now is the time to make sure that the hopper is square and the floor is sitting horizontally. If it is not square, dismantle the thing and start again. Unfortunately an out-of-square hopper is really obvious once the wagon is on the track. Remember to use only a smear of Aquadhere because, when dry, it forms a shiny surface that paint won't stick to very well and this is also very obvious in a completed wagon. Now glue a piece of thin sheet lead under the floor of the hopper using Zap Superglue, contact glue or Araldite.

When dry, trim the lead to match the hopper shape.

Strapping

Now for the corner strapping. You'll need some thin paper and lots of patience for this little task. Fold the paper then press the fold to make a straight crease. Now cut both thicknesses of paper less than one millimetre from the crease. Open out the fold, smear with Aquadhere, then glue pieces to the inside and outside of each corner.

Looking at the photos, you will see that some hoppers have two pieces of angle iron at each end of the hopper, some have two pieces of channel while others have one piece of channel or angle iron. Now you can decide how many of what you are going to fit to each hopper. To give a 'family look' to your hopper fleet, it is best to do most the same with a few variations of colour, angle/channel position and number sequences. Anyway, the $\frac{1}{8}$ " North Eastern angle or channel is used either on the end centre line or running vertically from each corner of the hopper floor.

To finish the strapping, cut strips of paper less than a millimetre wide to try and represent 1" and 2" iron that is bolted to the wooden boards. Glue a strap behind each angle/channel. With one long piece, start at the inside centre line of one side then wrap around the whole hopper to finish at the inside centre of the other side. I didn't bother with bolt heads on these straps because of the time required and they're barely visible anyway.

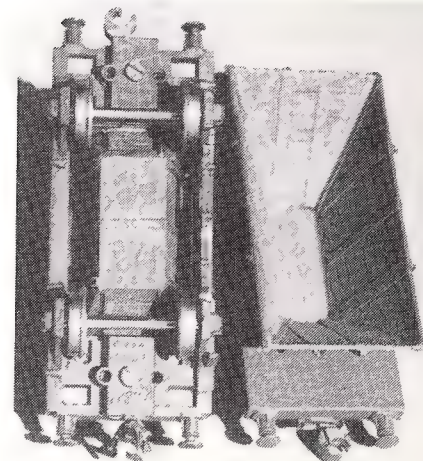
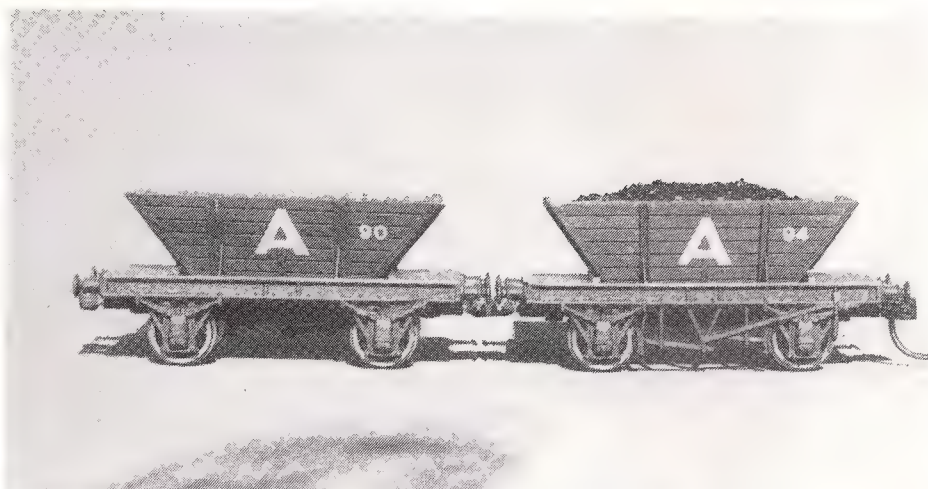
When fully dry, trim the paper pieces to length and paint the hopper to match the frame. If you choose to add the large letter on each side (decal, Letraset or paint), you will need to wait a day or so for the paint to fully set. I did mine after the chassis was fitted without too much trouble.

Fitting Hopper to Chassis

Trim a notch in the angle/channel on each end at the seventh plank from the top. When mounted in the frame, the hopper should sit level with the sixth side plank level with the top

of the chassis side sill. Cut some 4mm strips of 0.010" styrene for the side supports of the hopper. Once again, there are umpteen variations in this simple detail but I chose to attach to the inside of the angle/channel. Cut the end of the strip to match the angle of the hopper side and cut again at the outside edge of the side sill to form a triangle. Because you and I are not perfect, you will probably have to cut the four triangles as individuals instead of as a matching set. Touch up with paint and it's ready to roll.



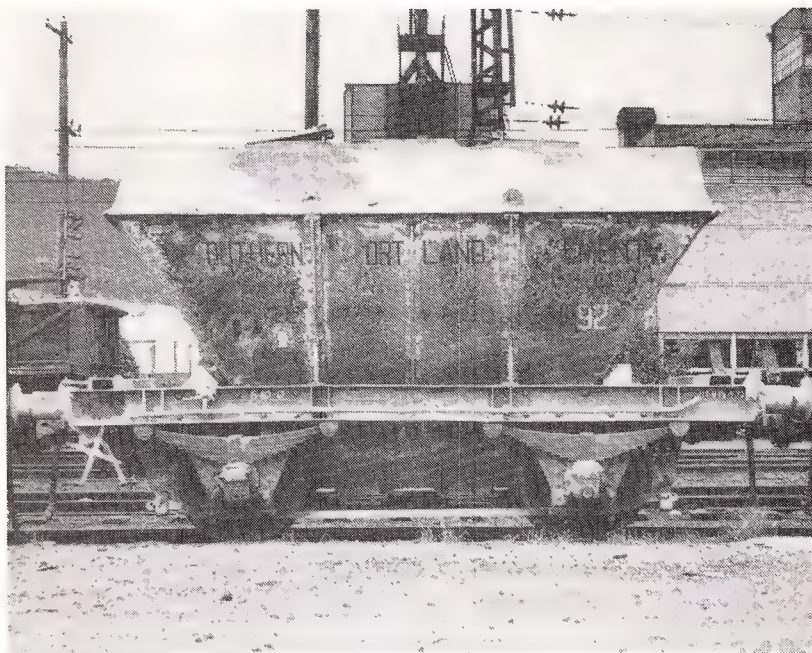
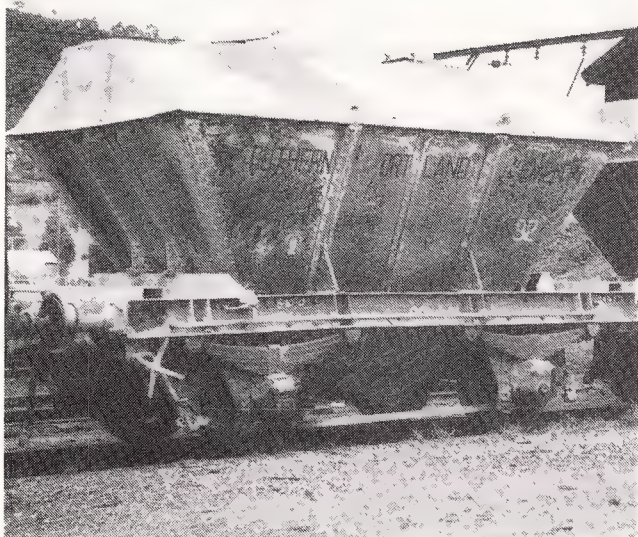
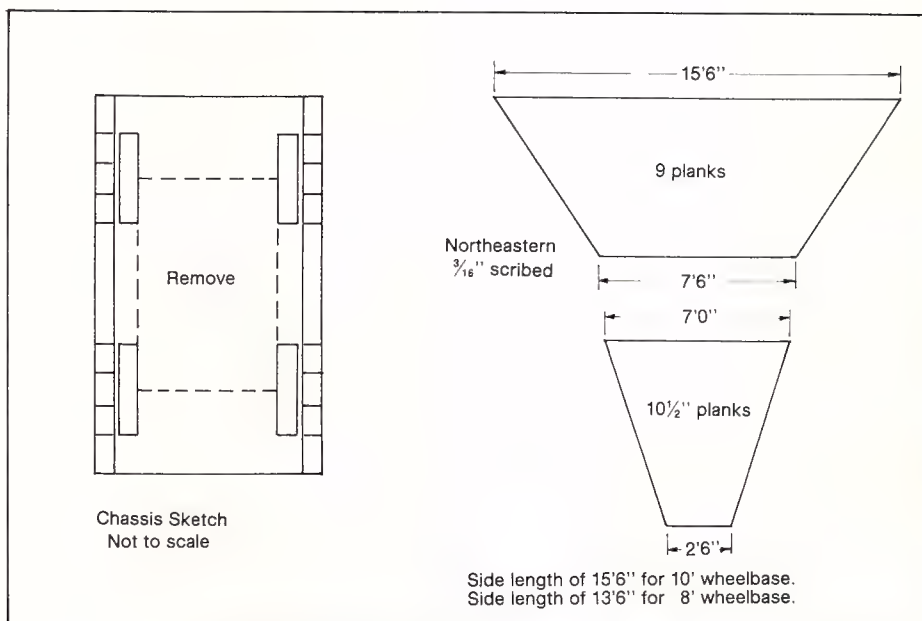


Aberyth Colliery run a fleet of Lima based hoppers. Number 90 shows the appearance after brake rigging is removed from one side. It also has angle side strengtheners whereas 94 has channel. You will note that the hopper sits lower into the chassis than does the prototype. This is because, although Lima's chassis is for HO scale, they stretched the distance between the side sill and axle box to allow for a 40" wheel and oversize flanges.

Conclusion

If you get this far you can confidently tackle any modelling task because you have kitbashed the chassis and scratchbuilt the hopper. With a bit of experience you will be able to find the right procedure to use on your own projects and I hope you will then send some details along to AMRM.

The basic method could be adapted to build the all-iron hopper pictured on the cover of the April 1975 issue of the ARHS Bulletin. More info about these hoppers and the detail variations are in the July 1976 Bulletin. ■



As well as the basic hopper, TRAX produces a high-sided version and another with a steel top for rutile sand traffic. Using some of the procedures in this article, you could make this all-steel hopper operated by Southern Portland Cement. When I saw it at Lithgow in April 1974 it was painted silver but the name was in black with red capitals. The wagon number was freshly painted white. A layer of cement dust and rust spots combined with a bent chassis to provide a weathered wagon. The hopper top is different to that used on the rutile hopper. If you don't know what to do with the hopper from the TRAX kit, try carving it up and painting it to look like a relic that was dumped trackside.

Vicrail E Wagon Conversion

Peter Eisenhut describes the construction of a VR 'E' wagon from two Broad Gauge Models 'GY' kits.

Material List

2 Broad Gauge Models GY floors
2 Broad Gauge Models GY ends
4 Broad Gauge Models GY sides
2 Broad Gauge Models shunter's steps
1 pair Roundhouse archbar bogies
4 North Yard wheelsets
30 thou. styrene
10 thou. styrene
Broad Gauge Bodies No.27 decals (VR emblem)
Floquil Boxcar Red

Begin by cutting the various pieces required from the sprues and clean off any burrs or flash.

Next, take two floor pieces and glue them together, preferably with MEK (Fig.1). This is best done on a glass surface for accuracy. While the floor is drying take the four sides, two of which have to be shortened slightly by cutting off the angle iron on one end. Take care to keep this cut square, as it will be spliced to another side piece (Fig.2).

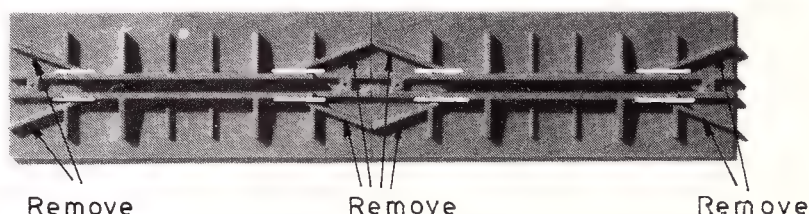
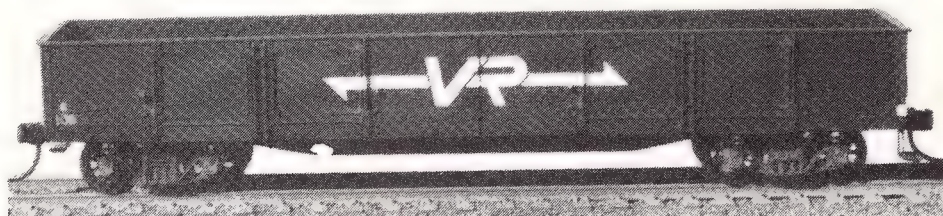
The 'E' wagons have an outside sill and before this can be installed the grainproofing seals under each door need to be removed with a small file. Be careful to leave the door stanchions intact. When this is done you can splice together the two pairs (one original and one shortened side) to make two long sides.

At this point some of the small details which are not needed can be cut or sanded off. They are the chain links in the bottom corners of each side and the paper clip on the right hand side (Fig.3). The ends also need to be slightly modified by removing all parts of the ridgegear and both chainlinks. Emery boards (Revlon etc.) work well for these small sanding jobs.

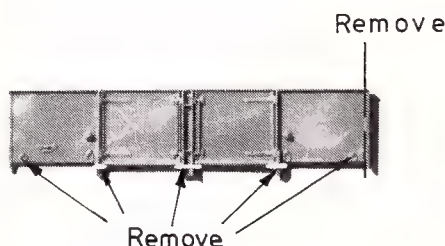
The sides and ends can now be joined together, upside down, on the glass plate. Make a trial fit with the floor and adjust its length to suit.

While the body is left to dry, we can modify the floor by removing unwanted detail, as per Fig.1. Take about 10 thou. off the coupler pads to set the Kadees at the correct level. Build up the fishbelly from 10 thou. styrene as in Fig.4. By gluing a strip 21" wide (the width of the centre sill) over the first 7" of the original centre sill you should get the correct height above rail level to mount the bogies. All other dimensions can be ascertained from the sketch. A brake cylinder is located on the floor next to the centre of the fishbelly.

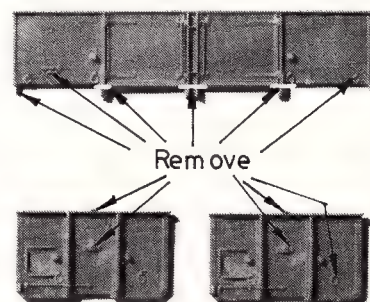
Finish off the sides by gluing scale 11" wide strips of 3 thou. styrene to the underside of the sides between the ends and the door stan-



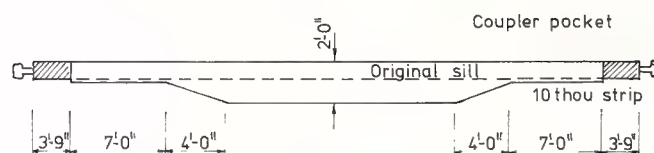
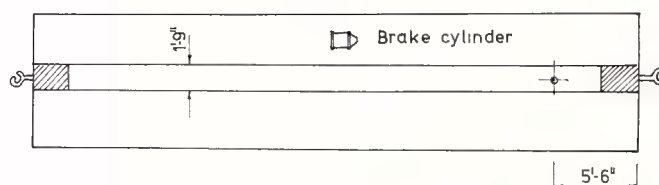
①



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③



④

chions and under the door. They will have to be cut to length individually to produce a tight fit. Then cover the joint in the middle of the body with a 3" strip of 10 thou. styrene, glued on edge. Now glue the floor inside the body at the same level as in an original GY kit.

A ratchet handbrake is located at one end. This is built up from small squares and a narrow strip of 10 thou. material for the handle. Replace the 30" wheelsets in the Roundhouse bogies with spoked North Yard 36" sets, as supplied in the GY kits, then secure the bogies with small selftapping screws. The kingpins are located 5'6" from the ends.

Install the Kadee No.5 couplers and a Broad



Gauge Models shunter's step at each end. After painting with Floquil Boxcar red, finish the model with BGB No.27 decals for the VR

emblems, the small lettering being done with a mapping pen and white ink. To protect the lettering, spray with a coat of Testor's Dullcote. ■

REFLECTIONS

Thoughts of an Old Timer

by Col Smith

Today we can walk into our hobby shop and ask for any part of most popular model locos and be supplied with these items either from immediate stock or after a brief ordering lapse. Forty years ago, or just after World War II, it was not possible to do this.

DC motors, a wide range of English prototype driving wheels, a range of stacks and domes, plus a few odd bits and pieces were available, but outside these one had to have a lathe and turn them oneself.

However, there is no doubt the enthusiasm of early modellers, with their ingenuity and their constant demands, led to manufacturers realising a market was there.

How much this market developed, with magazines which spread the news and researched the plans to inspire modellers, is shown clearly in our own magazine when one tries to catch up on the incredible variety of models available in brass or plastic, all of which are of high quality.

I would like to mention names and facts about some people who pioneered our hobby in this country, in the hope that other readers will be prompted to follow my lead by contributing similar articles to our 'Australian Model Railway Magazine'.

One of the earliest memories I have of my hobby is going into Hobbyco, George Street, Sydney, at about 11.45 a.m. one Saturday morning, with my two younger brothers, having not long come off the train from Wagga RAAF. The purpose of the trip to Hobbyco that morning was to collect a Lionel HO Hudson which I had on lay-by. Alas, it was not there! It was at North Sydney. Imagine how I felt! However, all was not lost as FRANK MURRELL agreed to take us over there and we collected our prized model. For nearly 40 years Frank managed that store. Few shops not solely devoted to model trains could have carried such a fine and varied stock as Hobbyco.

In those days two men, TED RYAN and FRANK SLOVENIK, come to mind most vividly. Ted was a genius at innovations, going to great lengths to make dies and he was never beaten in obtaining the required piece. I remember in the early days of 2 rail that he spent one evening cutting each alternate spoke of a 'Sir Nigel Gresley' loco and filling the spaces with Tarzan's Grip. The following night he cut the others. This insulated the loco and it worked perfectly.

Frank Slovenik invested all his spare funds

into what were the first tinplate NSW coaches and had them assembled in a backyard workshop in North Balgowlah. Such was Frank's enthusiasm for model trains that he got himself a job with 'Ferris', who, of course, many remember as early manufacturers of tinplate O gauge.

Going south, another name in those early days was CLEMENT MEADMORE of Exhibition Street, Melbourne. Few may know that Clem's passion was the Valhalla Narrow Gauge Railway and he almost single-handedly set about the restoration work on the line.

I worked for Clem in his Melbourne shop and, surprising as it may seem for some to learn, PETER DUCKETT of the now famous Model Dockyard started as a salesman for Clem Meadmore. Peter once said he'd have worked there for nothing to 'learn the ropes'. However, I would say he developed his own business in what was his own meticulous style and so has flourished.

One cannot write about the pioneers of model railroading without some mention of BILL and JOY GARDNER of Albury renown.

I cannot think of any person on the business end of our hobby who has given back to the hobbyist as much as Bill. Only the other day I found one of his news magazines, circa 1962, which I offered to his archives. I don't know exactly when he started but I do know any good hobby shop has the free newsletter available. Bill has a wonderful friendly style of writing and I wonder, if he had a second chance at a career, would it have been as a journalist, specialising in model railroading.

Too many to mention that I did or do know, and certainly far too many that I don't know, are those manufacturers that have tried and failed or tried and succeeded in trying to satisfy our hunger for something new, particularly those whose attempts have been directed at Australian prototype.

The adventurous enthusiast who invests to assist our needs is a vital part of this fascinating hobby. A strange thing about this incurable 'disease' we are accredited with suffering; the analysts have not discovered a cure but rather have invested in research to prevent a cure being found.

Model railroading falls into many groups and in any good club there is the fanatic detail modeller, with scale ruler and plans in hand, counting rivets; the follower of his own pet system, be it British, Continental or some unknown sugar train; and the curious "where do I start?"

I am one of the rare breed of collectors with a lot of 'friends' at exhibitions. I am a 'collector', which means for over 40 years I have put together over 200 locos and over 1000 pieces of rollingstock.

Once I thought about collecting wheel arrangements and have so far succeeded with quite a variety between 2-2-2 and 2-8-8-4 but

found my aim was overruled by many other features of locos of five continents and possibly ten countries. The 4-4-0s and the 4-6-2s seem to outnumber other arrangements. Rarely have I parted with a model after having settled for it. Consequently, I have coveted my pieces, 98% of which still operate.

I am pleased not to have had space for O gauge or bigger and consider anything smaller than HO lacking in the detail I appreciate. I would never say I do not admire a good N gauge layout and envy the O gauge model with working parts not to be found in the gauge of my choice.

It is my hope that some other readers who know MRR men of the past — collectors, manufacturers, wholesalers and retailers — who have contributed to our hobby, will put pen to paper and let the publisher of this magazine know about them. ■

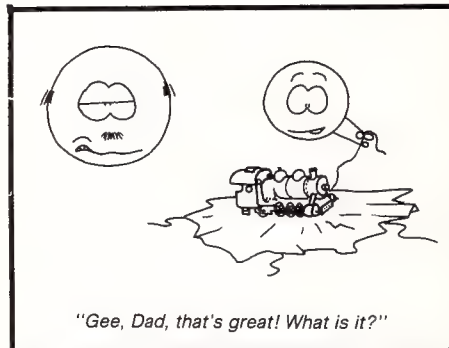
AUSTRALIAN NATIONAL LOCO FLEET (SA) In GREEN & GOLD COLOURS

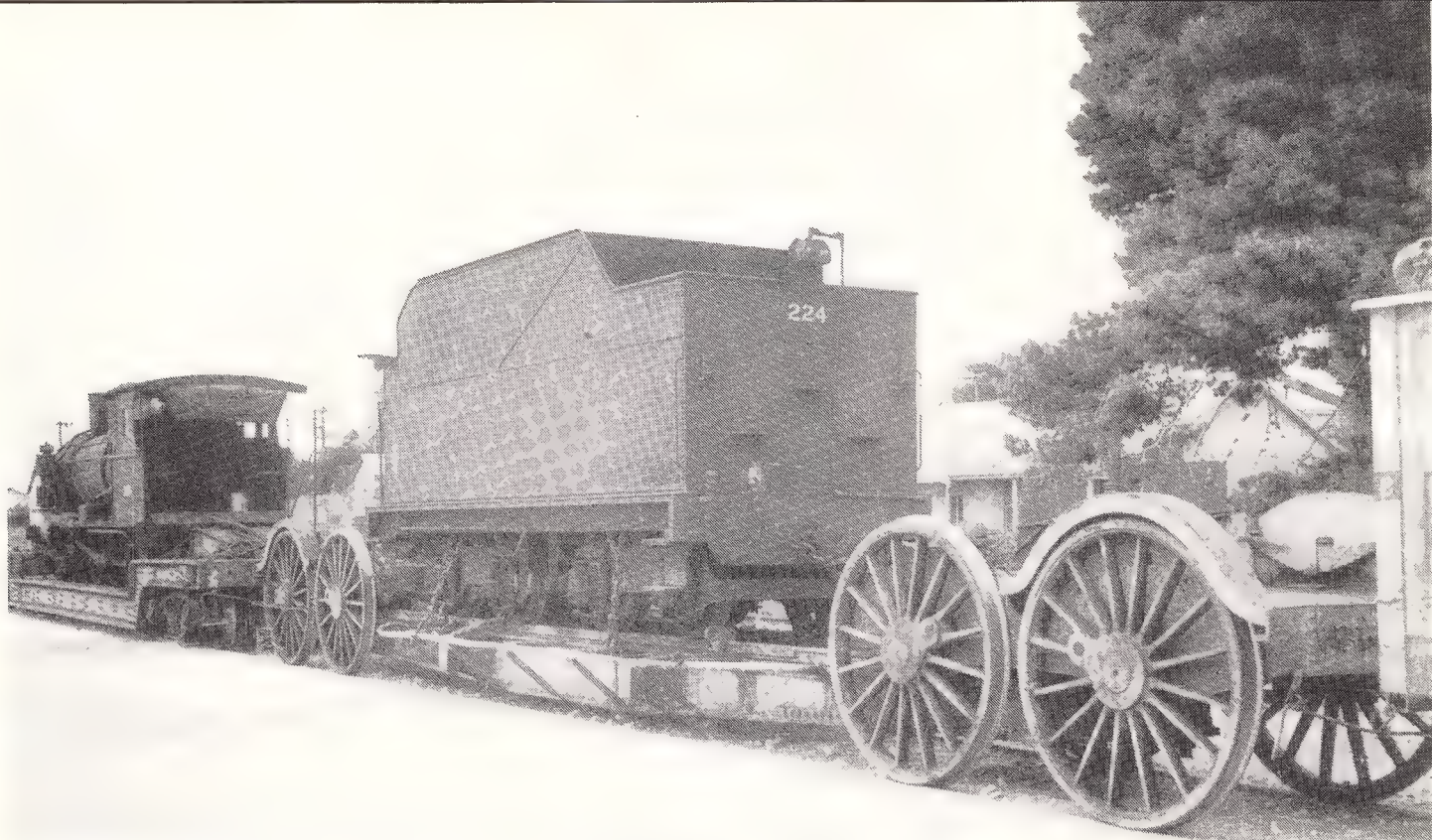
Class	Number
930	934, 936, 938, 944, 945, 946 949, 953, 956, 957, 964, 963
830	841*, 842**, 864, 869
700	705
900	Not being repainted
600	None painted to date
500	507, 531, 528
GM1	GM1, GM2, GM5, GM10, GM11
GM12	GM14, GM16
CL	CL1, CL4, CL8, CL13
AL	AL25
BL	BL26***
NJ	NJ2, NJ5
NSU	Not being repainted
NT	None painted to date
800	800*, 801
350	Not being repainted

Notes

- Yellow bogies now being repainted black on AL, CL, GM locos at Port Augusta.
- * Includes yellow handrails.
- ** 864 earmarked for transfer to Tasmania with 874.
- *** BL26 is the class leader and is to be named RJL Hawke.

Pete Smith





PROTOTYPE PLAN

THE CROCODILE

By Phil Curnow

Ever wondered why a railway vehicle gets a particular nick-name? Some are because they were built at a time when a singer is famous (Dolly Varden brake vans) or because their class letter gives a wit some sort of clue such as NN = Nanny. Then along comes a mismatch of metal and it becomes known as a Crocodile and, no, I'm not thinking of a European electric loco.

This South Australian Railways wagon was built in 1884 and was officially called 'The Engine Bogie Truck' and numbered 1272. This was changed in 1909 to number 19. Later it became WL8202 and was grouped with WL8200 as the two broad gauge well wagons. Yet amidst all these titles it became the Crocodile and was even called that in a Weekly Notice to staff in 1923.

The unusual appearance was the answer to a problem that faced the SAR in the steam days. The railways around Adelaide were all broad gauge but an extensive narrow gauge network was built to the north based on Hamley Bridge and Peterborough, to the south based at Mount Gambier and an isolated system at Port Lincoln requiring transport by sea from Port Adelaide. A prolific builder of narrow gauge engines was James Martin and Co. at Gawler, just north of Adelaide. Their engines had to be carried over the broad gauge to reach the transfer point to a ship or another gauge. In later years n.g. engines would need to be returned to Islington Works for overhaul prior to delivery to another division.

The answer was to take four 5'3" diameter wheels and axle sets from the first three locomotives supplied to the Adelaide to Port Adelaide railway opened in 1856. Each pair of axles was mounted in a sturdy chassis and a carrying frame was built to be slung between them.

I have never seen this vehicle unloaded but

I've been told that winding down the threaded shafts on each bogie allowed the frame to rest on the track, the load was then rolled off, so saving the need for heavy transfer cranes at the gauge change sites.

The arrival of the diesel at Peterborough reduced the work for the old Croc because components could be sent individually for repair (motors etc.) or the whole locomotive could be placed on transfer bogies of the broad gauge and hauled south.

The standardisation of the Port Pirie to Broken Hill line which was opened in 1970 allowed for construction of four wheeled wagons for the new line. The two well wagons were used to carry them from Islington to Peterborough where the axles were fitted.

Preservation groups also used it to bring tenders and vehicles to Mile End and Millicent. The WL8200 carried the engine units. On its loaded trip to Millicent in 1972 the Crocodile developed a hot bearing which resulted in a reduced speed and frequent stops for the fitters to pour in the oil.

As part of the standardisation project, an all welded well wagon was built which effectively replaced the Crocodile. On 24 May 1977 WL8202 was condemned, thus ending 121 years of useful toil by the wheelsets. Unfortunately the carrying frame was cut up while both of the Mile End Railways Museum and the Steamranger Depot received a bogie for preservation.

In operation the WL8200 and 8202 were to be treated differently. According to the 1940 General Appendix, the rivetted well wagon WL8200, having both automatic couplers and Westinghouse brakes, could be marshalled anywhere in the train. It was listed to work between Islington and Terowie which was the gauge change for Peterborough. The Hamley

In February 1971 T224 was delivered to Millicent in the South East for preservation. Well wagon WL8200 carried the engine and the Crocodile WL8202 carried the tender.

Bridge narrow gauge lines had been broadened in the 1920s.

The WL8202 had only a through air pipe and auto couplers so it had to be marshalled immediately in front of the brake van. It was listed for use between Islington and Wolseley which was the gauge change for the Mount Gambier area and meant it was used on the 1 in 45 grades on the South line.

The movement of the wagons, regardless of whether they were loaded or empty, was regarded as urgent and had preference over all other freight loading except livestock and perishables. They were to be attached to the first train from the depot or transfer station and, if necessary, a train could be stopped at Islington to add or detach them and so save the extra shunt movement to Dry Creek or Mile End.

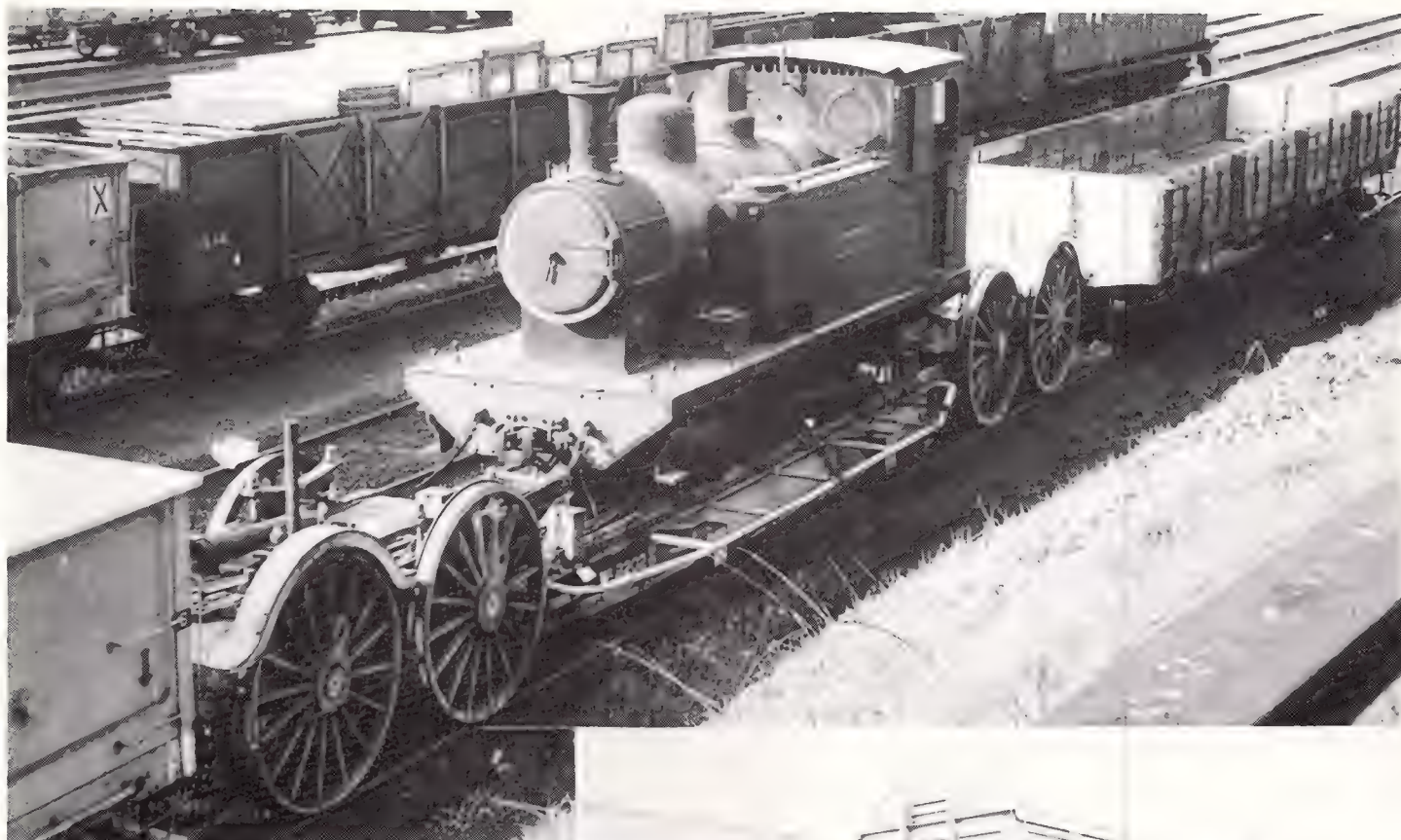
There was no mention of a speed restriction for either wagon so presumably they could operate at the regular four wheeler speed of 40mph as it would be most unusual to find a complete train of bogie wagons in those days. They were not permitted on the passenger trains or the 'Produce' which had refrigerated goods for delivery via Terowie to Broken Hill.

Just for casual interest, I've included a list of tonnages for various engines and tenders. The heaviest quoted was a total of 68 ton 5 cwt for WL8200 carrying a T class engine and this is close to the maximum tonnage for a four axle bogie vehicle of 75 tons.

Narrow gauge engine	Crocodile + engine only	Croc & tender
T class 4-8-0	61 ton 8 cwt	38 ton 3 cwt
Y class 2-6-0	47 ton 7 cwt	34 ton 2 cwt
Z class 4-4-0	50 ton 1 cwt	34 ton 2 cwt
WL tare weight was 23 ton 17 cwt.		

Photographs and plan overpage.

Articles on the T class are in AMRM April 1982, the Y class is similar to the WAGR G class in AMRM January 1976 and the Z class was in AMRM May 1981.



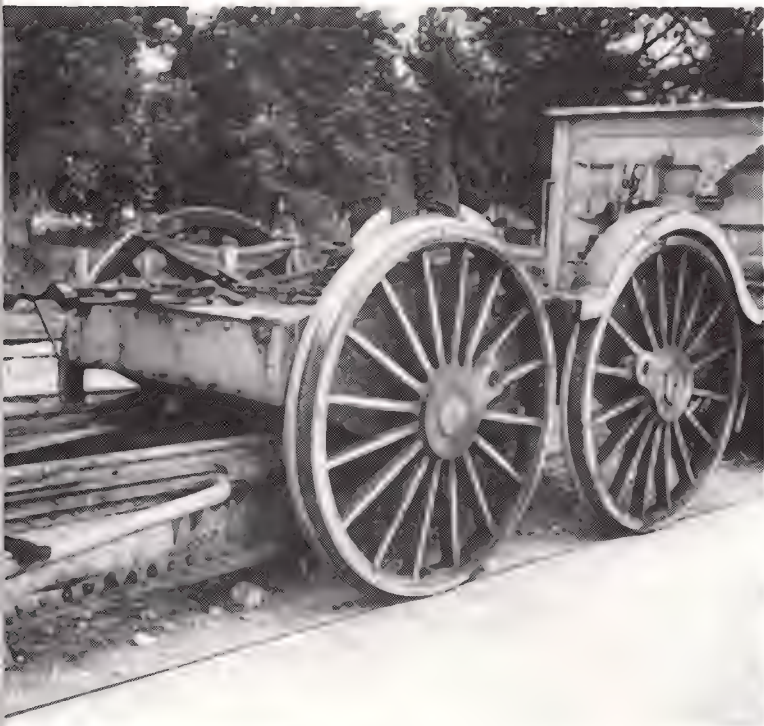
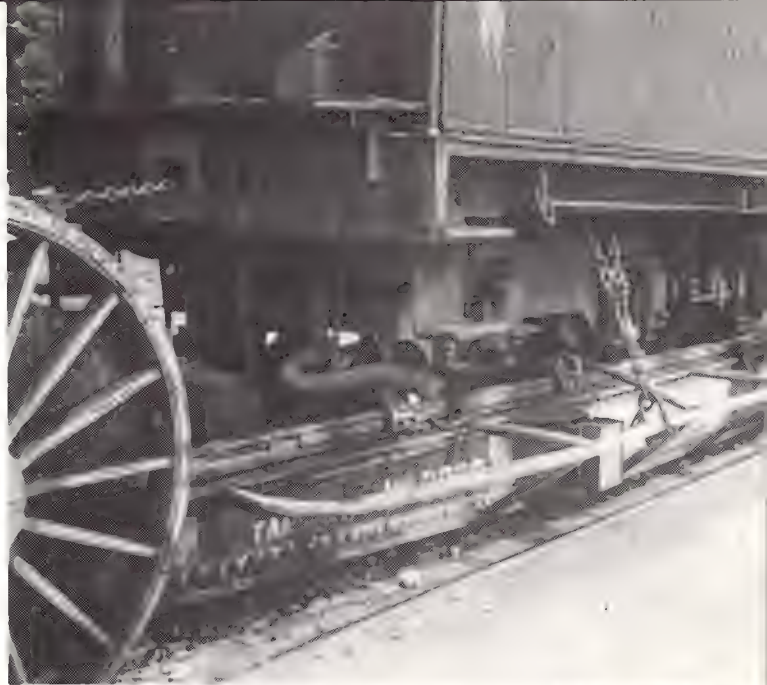
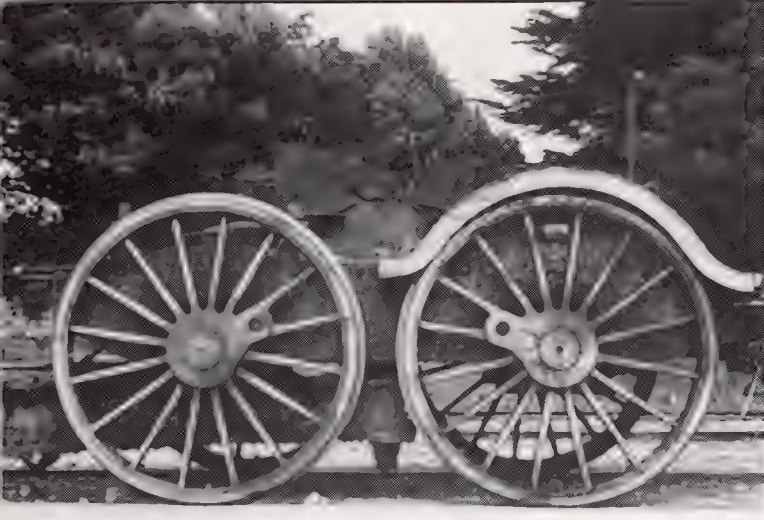
ABOVE: In February 1966 the BHAS 0-6-0 'Peronne' was delivered to MERM for preservation. Paul Brooks found it in the Mile End goods yard.

RIGHT: During the Port Pirie — Broken Hill standardisation project, both WL class carried four wheelers north to have their axles fitted. SLZ20 was found at Terowie in June 1968. Reproduced from a colour slide.



BELOW: This photo from the Williams Collection is entitled 'Wx56 at Wolseley'. The number 19 is on the side of the carrying frame which dates this photo at around 1910, only a few years after construction. Note the lifting jacks above each bogie and the lack of the outrigger structure on the frame (added after 1955). A splasher is fitted above the outer axles only, whereas the SAR line drawing from which our plan was prepared shows the splasher over all axles.

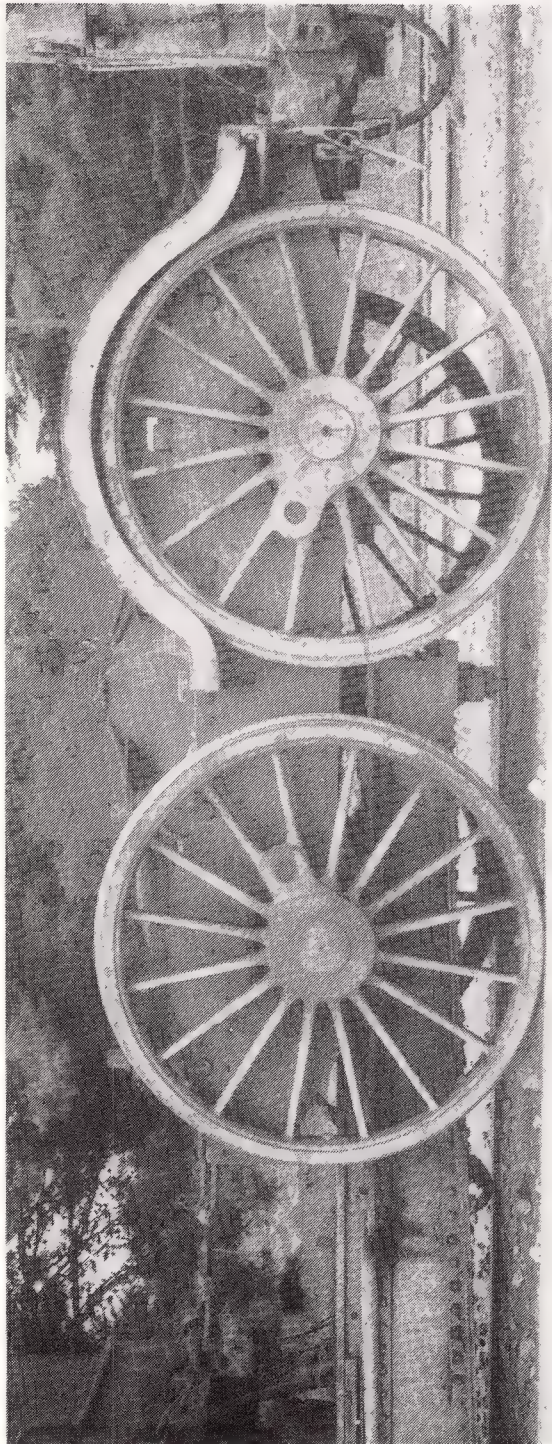




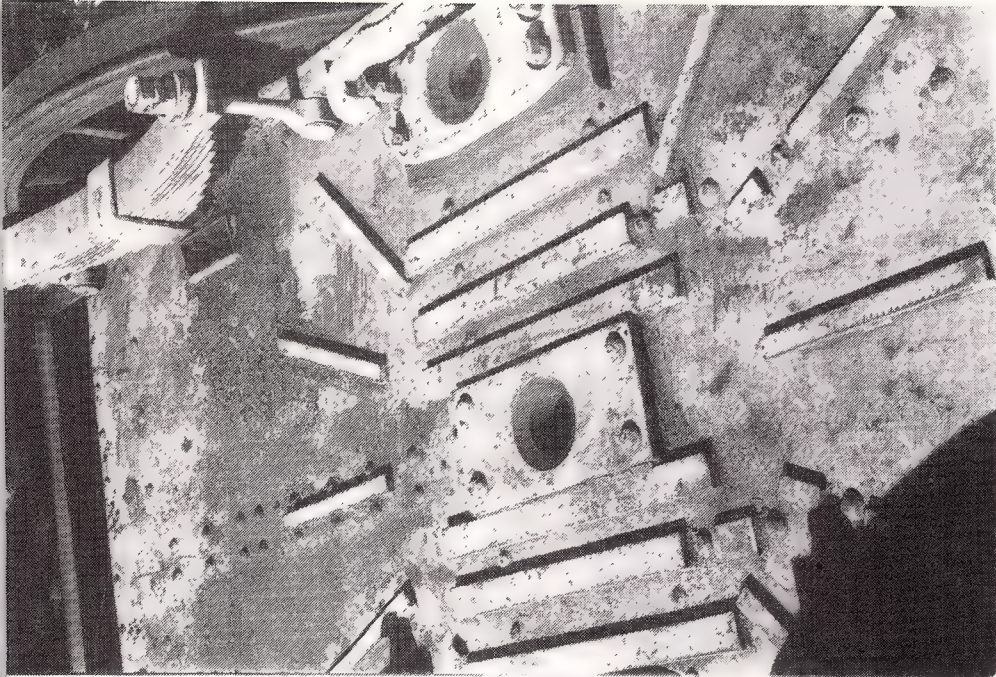
On this page is a selection of detail photos taken in 1972. The handbrake wheel and shoes were on one bogie only.



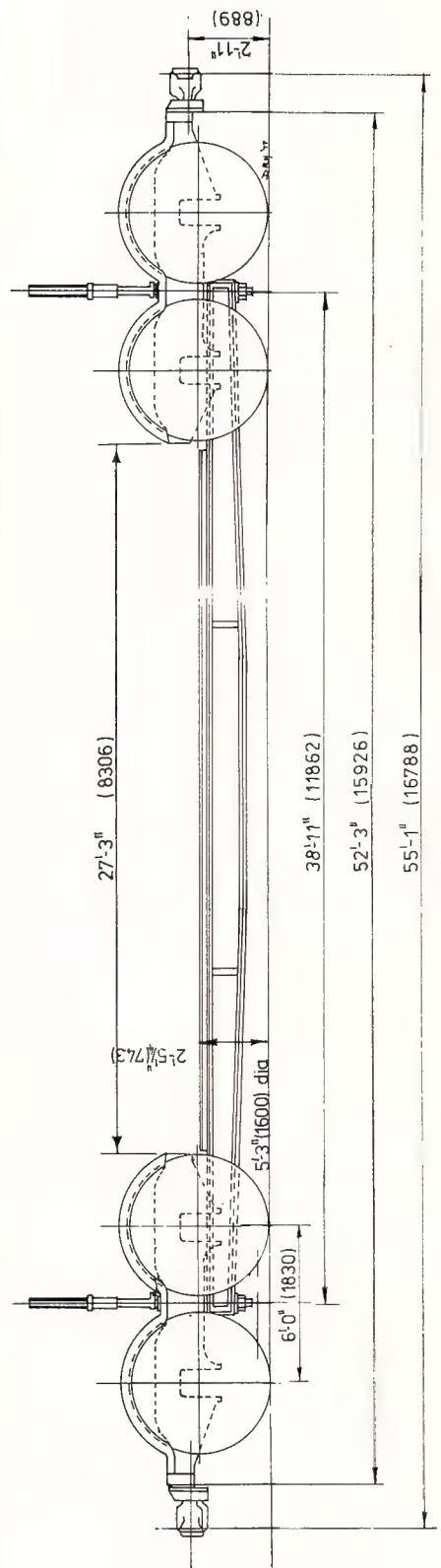
If these wheels appear familiar, they should be. This is one of the first three engines built for the opening of the Port Adelaide line in 1856 and rebuilt to this shape later. All three had been withdrawn by 1874, yet four axle sets were used in 1884 to build the Crocodile. This photo is reproduced from an early SAR publication in the Author's collection.



Non-brake bogie of WL8202. Note that there are no counterweights in the wheel casting. Remember these wheels were cast in the early 1850s. The cow catcher off the T class is lashed to the pivot.



Detail on top of the bogie preserved at Mile End Railway Museum.



THE CROCODILE

Drawn: Ross Hurley

MECHANISMS I HAVE USED

by Barry Wood

Over the last 10 years or so, I have 'kit bashed' a number of locomotives into NSWGR facsimiles. To do this, I have come into contact with a large number of different mechanisms and have used them, in some cases modified, and in others as supplied. Below are some of my impressions of the various mechanisms. Before continuing, it is only fair to say that I haven't yet found a mechanism which could not be made to perform. However, some require considerable work before they perform as I like them to.

Steam Locomotives

Rivarossi — (converted to U105 class 4-4-0). This mechanism was used as supplied. It runs well, although a little fast, and wheels tend to get dirty quickly, particularly the tender wheels. Thus performance falls off rapidly as the wheels get dirty. I will be trying a little extra weight in the tender eventually.

Pemco — (converted to 0-4-0 ST No.1023). The pick-up here is extremely poor and had to be replaced quickly. The motor and drive gears appear to be very good, although a little fast.

Electrotren — (converted to 2-4-0T No.1042). This mechanism is very noisy but has very good low down performance. Top speed is a bit high.

Mainline — (converted to 0-6-0T No.1076). This mechanism is excellent. A slight tendency to jerky running when new was traced to oil between chassis and axles. This prevented electrical contact. A wash in mineral turpentine fixed the problem. This is over 12 months old now and is still performing well.

Prototype — (standard Z19 kit with motor in tender and drive under boiler). The pick-up system described in the Z19 instructions is very poor and has been considerably modified. The original plastic gear box has been replaced by a Prototype metal gear box. The ratio at 37:1 is a little high and a 50:1 ratio, I feel, would have been better. 37:1 gives too high a top speed.

0 Roundhouse — (the same mechanism is used in their 2-6-0 and 2-8-0 converted to 21 and 29 classes respectively). These are excellent performers which improve considerably with under boiler pick-up (i.e. using both sides).

FSM — (standard Z24 2-6-0 locomotive). I found it very difficult to line up the gears as supplied with the kit. Their pick-up system was excellent but I altered the drive system to the same as the Prototype Z19.

Tyco — (2-6-0 old timer converted to 4-6-0 C32 class). No major problem with mechanism and the motor is excellent. This, however, is geared for speed at about 25:1. 40:1 would perhaps have been better. Extra pick-up has helped here also.

Lilliput — (Lilliput 4-6-0 mechanism has been used under a Prototype C36 body). After running in, this has proven to be an excellent, quiet performer. I cannot fault the mechanism. Multi wheel pick-up is a necessity here.

Lima — (standard Lima C38 mechanisms). As supplied, these are excellent mechanisms but are geared to give a high top speed and consequently perform poorly at low speeds. Modified with Concord Hobbies C38 gearing gives a reduced top speed and better low speed performance. It took a long time to set up the Concord Hobbies gears correctly but, once set up, they work well (they definitely need running in).

Jouef — (in boiler drive system in 2-8-0 loco; converted to standard goods type D53). As supplied, this belt drive is only fair as the belt tends to slip. The addition of Concord Hobbies gears to replace the belt gives excellent, if slightly more noisy, performance. The low speed performance of these locos is excellent now.

Lima — (standard 2-8-2 converted to D58, 4-8-2). As supplied, it is a fast runner with ample pulling power. Use of Concord Hobbies C38 gearing, once set up and run in, gives much better performance, reducing top speed and giving better low speed performance. Extra pick-ups help here also. The major problem here was the installation of the gearing and some under chassis modification was required. As this is only five months old, long term effects are unknown.

Jouef — (2-8-2 loco converted to D59). This tender drive system is excellent but pick-up wheels get dirty quickly. Extra under boiler pick-up is planned to help this defect. Long term performance is excellent but top speed is a little too high. Low speed performance is excellent.

Diesel Locomotives

In addition to the steam locomotive mechanisms, I have a large range of systems in diesel locos. My thoughts on these are:

Mehanotehnika — this Co-Co diesel system is excellent as supplied and has been used in 40, 44, 45, 48, 49 and GM class locos. Their details are:

40 Class — Berg's white metal body on Mehano bogies powered by CAN motor. This gave excellent all-round performance when extra pick-up was included. Top speed is a little high.

44 Class — Lima body on Mehano chassis (cut down) using Mehano Motor. This runs too fast but pulling power is excellent. Extra pick-up and weight has been fitted here.

45 Class — Friedmont body on cut down Mehano chassis. For some reason the Mehano motor used here revs much slower than all others I have. This gives this loco much improved performance. Extra weight and pick-ups have been included here too.

48 Class — Friedmont body on Casula chassis using Mehano bogies and Airfix slimline motor. This appears to be the optimum combination — an excellent performer when extra pick-up is included.

49 Class — Friedmont body on scratch-built chassis and Mehano bogies with Mehano

motor. This is too fast as is and an Airfix slimline motor has been purchased to slow it down.

GM Class — Hornby body on Mehano cutdown chassis. As for 44 class, i.e. too fast.

Peco — (Bo-Bo chassis used under scratched 41 class). This is an excellent system and possibly the only one I have never had to clean. The profile of the wheels is such that in six years the loco has not been stopped by dirty wheels. Top speed is a little high but low speed performance is excellent. An excellent all round system.

Atlas — (these Co-Co chassis have been fitted to Lima 42 bodies and Friedmont 422 bodies). The performance is excellent, especially at low speeds. I cannot fault these mechanisms.

Lima — (Co-Co as in 44 class). All my 44 class locos were purchased before Lima released their new mechanism. The old gearing gave a very high top speed and poor low speed performance. This was improved by double motoring the locos, and further improved by regearing the double motors with Concord Hobbies gearing. This gives considerably improved pulling power at all speeds. The top speed is considerably reduced.

Jouef — (0-6-0 diesel shunter). The Friedmont 70 class body and the Jouef chassis, as supplied, performs well. It is belt driven but, as yet, no belt slip has been encountered after two years' use.

Hornby — (Co-Co as used in their GM series). This loco was a poor performer as purchased and was immediately double motored. This gave reduced top speed and greatly improved pulling power. It has performed well for six years. Problems were encountered with wheel spacing (back-to-back), causing electrical shorting on Peco points. Correct spacing and replacement of the centre wheel on each bogie with plastic wheels fixed the problem.

Athearn — (Co-Co converted to ANR C1 loco). Five years of running as supplied has not given any problems with this mechanism. The only change made was a recent replacement of the metal, across-the-top, conductor with soldered wire. This mechanism requires larger curves than others and will not go around an 45cm (18") curve without derailing.

Fleischmann — (Bo-Bo diesel converted to AIS loco). Gear stripping is the only problem I have had with this loco. It is, however, about 30 years old and probably deserves a rest.

There are, of course, other mechanisms available on the market. The above is only my findings during the past 10 years. Maybe in about another 10 years I'll write a further account of how the above mechanisms are standing up to the ravages of time and abuse, and mention any others I use. Perhaps others who have used either the above mechanisms or others I haven't mentioned would care to let us know their findings. It can only help the hobby.

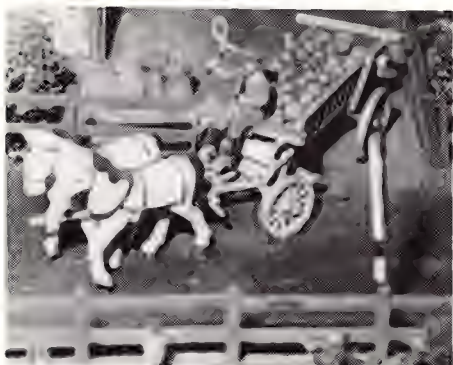
SCENIC ROUTE

Attention to detail is generally the mark of difference between an average layout and a good layout. Realistic use of detail items does lift the standard of any layout, as well as adding interest to the scenery. This latter aspect is very important if the layout is being displayed publicly, for it not only adds to the realism of the scene but also gives the viewing public something to look at if and when the gremlins attack and stop traffic.

The layout featured in these photographs, 'Wheatstone Bridge', was built by Alan Porter and has on numerous occasions been on display at the Perth Model Railway Exhibition, usually held in October. (This year the exhibition will be held on the June holiday weekend).



Canals are a feature of many British layouts, but how many detail the canal and banks with bird life and trees?



In this instance the horse and dray is used to detail a corner of the layout that is very close to the public eye. Note that the dray is full of cabbages, while the detail in the surrounding scenery includes garbage cans, fencing and even a road sign.

While being a home layout, it was built with exhibitions in mind. The locomotives, rolling stock and structures are proprietary items, mostly straight off the shelf. The details items are also straight off the shelf but the placement and positioning of individual items suggests

that all items could have been hand crafted.

These photographs illustrate a few scenes on 'Wheatstone Bridge'. Hopefully AMRM will be able to present a more comprehensive coverage of this fine layout at a later date. ■

Notes and photographs by Bob Gallagher.



A church scene is common on many layouts, but how about the graveyard and headstones to add a little detail.



The rural section of 'Wheatstone Bridge' illustrates many section of the British rural scene. The photo above shows some of the animal life, in this instance causing some distress to the automobile traffic.



Tenement houses can be found near railway yards, both in England and Australia. Generally the side seen from the railway line is the rear of the house, which usually allows modellers a wide scope. Observe some of the detail above - garbage cans, workmen, trees, TV antenna, pets and children playing.



COMPETITIONS — WHAT'S IN THEM FOR THE LOSERS?

by Phil Jeffery

Over the years I have entered competitions both within Flinders Model Railway Society and at the Camberwell Exhibition. This has had two main effects: firstly, I actually got some models completely finished; and secondly, the standard of my 'average' models has improved.

However, as a 'non winner', I know that my entries must be deficient in many respects. My need now is to identify these weaknesses so that they can be subjected to further development.

Here is the point of my comment — can the judges of Open Competitions use some form of judging sheet to evaluate the entries and, most importantly, pass them on to the competitors when the models are collected.

One form which I have seen awarded up to 10 points in eight categories:

- workmanship;
- scratchbuilt (10), kitbashed (9-7), kitbuilt (6-4) or ready to run (3-1);
- scale accuracy;
- completeness of detail;
- paintwork;
- lettering and details;
- weathering;
- overall impression.

My own definitions of the categories to be judged are:

Prototype Fidelity

- Does the model really represent the prototype? If it is a freelance model, could a prototype realistically have been built?
- Is the model able to perform according to prototype requirements? That is to say, that a locomotive or railcar should be able to run under its own power, rollingstock should be able to be pulled and pushed by motive power, buildings should appear to be able to fulfil the function which caused them to be built.

Workmanship

- The model should exhibit a constant scale relationship to the prototype.
- Construction techniques should result in a clean, neat finish. No glue trails running down the outside of the model, no gaps in places where gaps should not be, etc.
- Detail which is obviously present on the prototype is represented on the model.
- Painting on the model is prototypical in appearance and finish.
- Lettering on the prototype is present on the model. An attempt at the lettering should at least be made, even if not up to signwriters' standards.

Commercial Components

- Commercially available components which have been fabricated instead of using the commercial product.

- Commercial components adapted for other than their original use.

I know that this request would cause more work for the judges and also problems, particularly where entries are of prototypes about which the judge has no knowledge. Competitors could assist in this instance by providing photos of the prototype to enable comparisons to be made.

I suspect that such a sheet would be of benefit to the judges as well; there are times when the best model is immediately obvious, but more often the task of trying to evaluate models in different scales and radically different subjects makes judging more complex.

By returning the sheets to the modellers, they would then be able to concentrate on those areas which were identified as not being up to the standard of the winning model. In subsequent years the modeller would be able to compare with evaluation sheets of prior years to gain an indication of how much improvement has been accomplished.

This would surely result in everyone getting something out of the competition. Even if only the satisfaction of knowing that the models this year are better than those of last year. ■

This column is a forum where readers can express their VIEW POINT on any specific model railway subject. Readers are invited to contribute. The views expressed are not necessarily those of the publisher.

VALE — Gordon Duncan

With the passing of Gordon Duncan on Wednesday, 1st February 1984, the hobby of Model Railroading in Australia, and in particular, Melbourne, Victoria, lost a very talented, warm hearted, generous and hard working modeller who continually placed the needs of the hobby before those of his own.

When Gordon joined the Australian Model Railway Association in 1976 he had officially retired but it is generally conceded that he really did not know the meaning of the word. At the beginning of World War II he joined the Army with the Royal Australian Engineers and with his apprenticeship as a carpenter and joiner, and a coarse in building construction behind him, was quickly promoted in the forces. On discharge he went into his own private construction business and then on retirement he put his magnificent workshop equipped with all manner of metal and woodworking tools to very good purpose. Many of the fine cabinets, showcases, counters and fittings in the AMRA (Victorian Branch) clubrooms bear testimony to his skills, as do the trees, coaling tower, miscellaneous structures and scenery on the magnificent club layout.

Gordon did not have a layout of his own, as such, preferring to assist others in their attempts to build and model; this culminated in his construction of the 'Mod-rail' layout for AMRA. He was responsible

for many jigs and forming tools that allowed both he and others to work quicker and better. Other examples of his contributions to the hobby were the corrugated aluminium sheets, panel deck roofing and thin ply siding for modelling, and cork underlay that he cut and supplied to the trade, along with other sundry glues and supplies. Gordon produced his 'corrugated iron' when no other was available and it is a tribute to his ability that to this day there is not a comparable product available in Australia.

Perhaps Gordon's greatest contribution in recent times was his offer to undertake the management of Journal, the AMRA inhouse magazine. As Managing Editor his organising skills were put to the test, but the improvement in content and regularity of publication improved considerably in a very short time. He put an enormous amount of time into the production of Journal and there appears to be no one member to replace him in this role. In addition to his organisation and management rolls he carried out the role of Advertising Manager as well as assisting in editing and writing articles. With all these tasks in hand he also laid out the magazine prior to printing. In this period correspondence became a time consuming monster as his 1983 files would testify to, yet time was made to try and do justice to those who had written.

Exhibitions at Camberwell will have one

very vacant chair in the scratchbuilders area — for it was here that Gordon was able to assist all modellers by passing on his very valuable skills and the experience of his 75 years. His opinions on model construction and the use of the correct materials to get the desired effect as well as achieve the correct scale were eagerly sought after and more importantly, complete answers were freely given to all. Gordon often accepted the numerous invitations to be judge or a member of a judging panel and this again increased his already comprehensive file of knowledge that others could enquire of.

Gordon Duncan joined the Australian Model Railway Association to foster his interest in model railways but he gave to the Association and the modelling public the example in leadership that every club member should aspire to follow. The hobby of model railways is fostering in Australia due to the efforts of the Gordon Duncans in the hobby — the individuals who lead by example, who work behind the scene to make our hobby more enjoyable. Unfortunately there are not many Gordon Duncans in our hobby, and when they depart they are sadly missed.

To Marjorie, his wife, sons Peter and Michael and family, we express our deepest sympathies and extend condolences on behalf of all modellers and readers of AMRM. ■

In recent months several members of the Ablo group have replaced motors in their locos with new can motors. The results at first were far from satisfactory but, after a few blunders and some tinkering, the locos now behave as well as they hoped. These notes are an attempt to help other modellers avoid some traps.

The can motors were fitted to improve the slow speed performance of the model and to reduce the current required and so avoid overheating controllers. For a while the locos were almost communal property as different people attempted some improvement and then discussed the problems they encountered.

A second series Garratt model caused some concern. Two cans had already been fitted with only a marginal improvement in performance. The coal bunker drive appeared at fault and this was traced to a worn drive worm. Then Ray fitted two Tenshodo 36:1 ratio worm and gear sets using the existing gearboxes. The Sagami 1629 can drove the unit happily for a while, then a screeching noise began to appear occasionally. John greased and oiled both units but the noise returned. Phil decided to see what he could do.

He noticed that there was nearly 0.030" of end play in the worm shaft of the coal bunker unit and remembered reading somewhere that cans are not designed for end thrust. The 0.030" far exceeded the end play of the motor shaft which meant that the motor bearings were doing the work of the gearbox bearings in absorbing the vibration from the gears. A piece of rubber tube meant that this vibration was passed directly up the worm shaft into the motor bearings.

Some Romford packing washers were used to position the worm centrally in the gearbox and reduce end play almost to nil. An ammeter was used to read the current required by the motor when working and this was only slightly less than the reading when the motor stalled. Something was still wrong. The motor and gearbox shafts were not in line so the motor was driving the gearbox and mechanism and also flexing the rubber. The motor was lowered into the frame to align the shafts and, as an experiment, a Grandt Line On3 motor coupling was used. This has a shaped collar attached to the end of each shaft and a delrin plastic tube joins them, providing flexibility without transferring thrust into the motor. Now the gearbox rattled back and forth emphasising the pounding the motor bearings had been suffering. This was traced to worn gearbox bearings which allowed the worm shaft to rattle.

Decision time. Do we make new bearings on a lathe or change the gearbox? Luckily Ray had used Tenshodo components so we could use one of their gearbox frames but had to file out the interior because the brown 36:1 gear is wider than the white 48:1 gear. Why is it

CAN CAPERS

by Phil Curnow

nothing comes easily in this hobby? The loco chassis had to be cut to allow the larger gearbox to fit but this proved to be an advantage as the gearbox was stopped from rocking back and forth. Ray has noticed that the latest brass locos often lock the gearbox so it can move only vertically. Anyway, the bottom cover plate was bent slightly near the axle location to allow some slight rotation of the driver when the screws were tightened. If this was not done the gear would wear rapidly.

The test run was smooth and quiet, although when the boiler and other set of drivers were fitted the loco jerked and slipped. This was traced to previous attempts to improve the power pickup by holding the pony truck onto the rail more firmly. Unfortunately, this lifted the weight off the drivers. Another cause was that the boiler weight rested on the rear too heavily and tilted the drivers upward. As if that was not enough, at some time the axlebox springs had been shuffled so that the loco rested only on the first and third drivers anyway. Performance improved considerably after all of this effort.

With confidence high, we now looked closely at Peter's 73 class diesel. In an attempt to overcome power pickup troubles, the loco already had a new can fitted with a universal and additional wheel wipers. It ran quite well for a short time then performance deteriorated rapidly as if the wheels were getting dirty. The ammeter showed that it was running near the stall current and we assume that as the heat built up inside the motor the wiper brushes began to make poor contact.

As the photo shows, the can motor shaft and the gearbox shaft were not aligned so once again the motor had to flex the universal as well as drive the gearing. The motor was lowered into alignment and the universal changed with considerable improvement in long term running.

The conclusions we have drawn from our fooling around and from articles in other magazines is that the can motor is a precision instrument and will work well only if it is not abused as may have been the case with older open frame motors.

Apparently, a can motor is assembled from very fine wire which is very heat sensitive and cannot handle heavy currents, while the 'brushes' are often not carbon rods as we are

used to handling but small wipers. We read that the bearings are built to centralise the shaft and not to absorb shocks on the end of the shaft so it is essential to either limit the end play in the driven gearbox or else isolate the motor completely.

Certainly cans produce high torque for a low current and without much cogging, especially with the new skewed types, so Ray says. This torque may still be less than the original open motor so a binding mechanism that the open motor powered through at high current may trouble a can motor. Don't assume that your mechanism is fine when the can plays up but first check the current to see what it has to put up with.

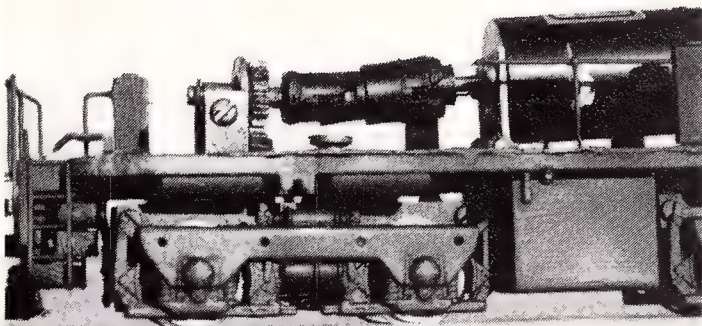
A can is often lighter than the open motor so you may alter the weight distribution on the driving wheels. If you decide to add more weight, remember to keep the balance and don't add so much that the wheels cannot spin or you risk burning your motor out.

Can motors come in several brands (Sagami, KTM, Canon, Tenshodo, Mashima etc.) and several designs (plain, coreless, skewed armature etc.) and with such a wide choice we still don't have a real favourite. To our knowledge, only North West Short Line produces specifications for can motors — being their Sagami range. Their booklet has a lot of general info on can motors; fine tuning, repairs, installation hints etc. and has lists and graphs for each motor which are probably of limited use to us.

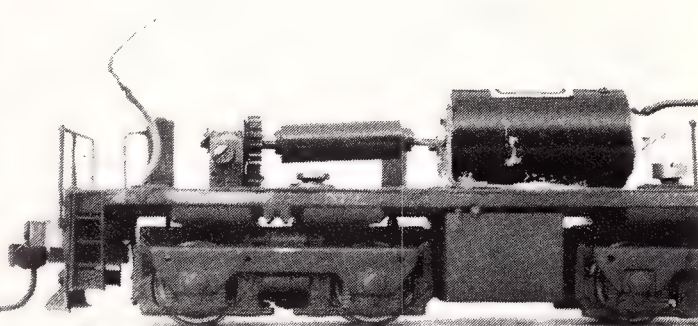
Careful reading will produce some interesting and useful info, however. Sagami lists its motors by length and diameter; hence a 1620 is 16mm diameter and 20mm long. For several diameters there is a choice of lengths and each has a different operating speed so if you use one 16mm motor and the speed is wrong try another type. Ray has swapped motors among half a dozen locos until all are running how he wants. Obviously the final speed will depend on a combination of motor speed, gear ratio and driving wheel diameter.

There are other items of value to us — being stall current, maximum safe continuous current and speed, and no load current. These are of use when choosing a motor and when testing it in the loco. The aim is to reduce the current as far below the maximum continuous

A



B



Photos show the first attempt (A) on the 73 class and the improvement (B) using a Grandt coupling and lowering the motor to bring the motor and gearbox shafts closer to a straight line.

draw as you can. Exceeding it will give you performance like the 73 class produced before the shafts were aligned.

Looking at the tables for the 1620, 1630, 1425 and 2027 motors, we find that the safe continuous current is a little under the half-way point between no load and stall current. This is of use when using other brands of motors but you have to do your own tests at 12 volts. If your loco draws more current than your calculated safe continuous current level, you know what to expect.

Sagami motor	12v no load		Max. safe cont.		Stall current
	current	speed	current	speed	
	amp	rpm	amp	rpm	amp
1425	0.10	18000	0.26	11500	0.43
1620	0.21	15200	0.33	11200	0.54
1630	0.07	11000	0.31	7000	0.62
2027	0.11	12800	0.40	9400	0.80

(from specifications 1977)

Recommended Reading

Specifications for Sagami motors, produced by NWSL and available from Walthers stockists, including McBees.

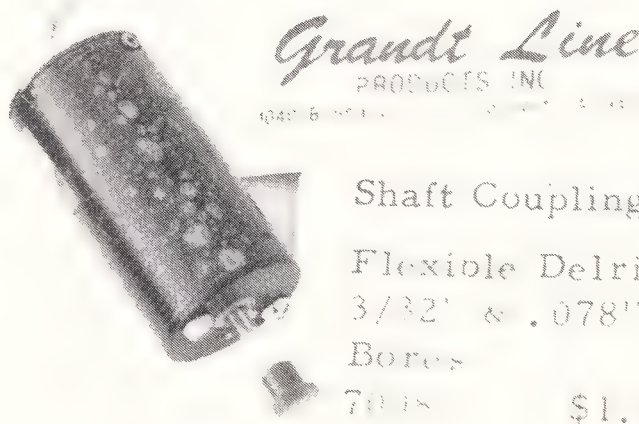
Suggested Reading

Repowering Popular Athearn Diesels; Model Railroader, April 1980.

Torque Arm Loco Drive; Model Railroader, November, 1980, p.116.

A New Style Flexible Joint (may have inspired Grandt's coupling); Model Railroader, March 1976, p.44

General Details about Can Motors; Model Railroader, Feb. and March 1976; Narrow Gauge Gazette, Sep. 1977 & March 1978.



Shaft Coupling

Flexible Delrin

3/32" & .078"

Bores

7018

\$1.75

The coupling used for both improvements. One of the tubes is stood on end to try and show the depression which matches the shape of the part fitted to the shafts.

MAILBAG

Sir,

I would like to deliver, in print, a few thank-you's. The Model Company has had a lot of help from within Australia in getting established in the brass model manufacturing business. We have had to start completely from scratch in this field and the help we have had has been very valuable, without it we could not have got this far.

First thanks must go to George Berg for promoting our white-metal kits of wagons and locomotives and for our first powered brass model.

McBee's in the form of Jeff McLaren and Ray Batty, were instrumental in our starting in the brass field at all with the 'Z' van.

Finally, you people at AMRM, Bob Gallagher and Graham Ball to mention only two of many, have been a great help with information, advice, criticism and reviews of the finished products.

Thank you all for enabling us to make a start in a new business venture and make a lot of new friends at the same time.

Paul Bernsten,
The Model Company,
Auckland, New Zealand.

Sir,

In reply to Mr. A. Robinson's letter in Issue 123 re the 900 class, an article is being prepared on the class and will be presented soon in AMRM (No date yet — Ed) in the meantime here are a few answers to the questions posed.

Depending on what era you choose to model, e.g. 1950s, 1960s and 1970s on, all have their own variation. As I know them (1970s on), the colour around the back door was gloss black and the door painted the same colour as the sides.

In mid 1976, 901 emerged with the silver dropped from the nose and the whole back panel and door painted the same colour as the sides. The identification plate holder and the inner multiple unit plugs remained silver and the outer MU plugs painted the same as the body, both ends.

After a short test period, the silver was reintroduced on the nose. 906 is the only other 900 with all brown back end.

Third question — 936, 944, 945 and 949 were standard gauge but back on broad after repaints at Islington; 953, 954, 956, 960 and 964 are now all on standard gauge. All locos except 960 are green and

gold. 960 sports the old colour scheme with yellow ANR in 'boxes', plus yellow bogies.

A good local magazine is 'Catchpoint', put out by the Mile End Railway Museum.

I was going to reply to Mr Cooke's letter in the same issue but he appears to have his head buried too deeply in 'NSWGR sand' and he doesn't warrant arguing about.

Keep up the excellent work on a top class magazine.

Doug Aikins,
Peterborough, 5422.

Sir,

I noted with some amusement the mild controversy stirred up in the Dec. '83 issue of AMRM over Mr. Bob Cooke's letter regarding the "Frankenstein livery of the 81 Class" and could not resist his plea for some help in this matter. I will go on record as saying that the 'Candy striped livery' in my opinion is the most hideous and tasteless abomination ever to have bedecked the locomotives and rolling stock of the Railways of New South Wales.

I shudder every time I pass the Eveleigh Carriage works when I see what they (the S.R.A.) are doing to our beautiful six wheel passenger cars, the wonderful 'N' cars, the air conditioned sets and the vans. If a facelift was needed, why not the varnish, the tuscan and russet why not try to recapture the splendour of these unique coaches as they once were instead of this disastrous and not so cheap exercise in public relations. To make matters worse they don't even run full sets of these new colours and in plain language it looks b_ _ _ _ _ awful!! The only things that the new colours come close to looking alright on are the 48 and 45 Classes and the D.E.B. sets and none of these had any great aesthetic qualities to begin with.

My own modelling is covering the 1967-1971 period which enables me to run steam with diesel using most of the excellently produced models from Mansfields, Casula & Bergs etc. so the debate on 81 Class liveries for me is purely academic. However if I had an 81 Class (or an 86 Class for that matter) I would surely have to paint it in the colours in which it runs — there is no other choice but I certainly would not paint any other locomotives in these colours.

On a different note I am glad to see a little New

Zealand content creeping back into AMRM, (being an expatriate Kiwi) and on my trip home during the festive season I visited Trainsville in Taupo where I was thrilled to see a diorama featuring model of trains I remember from my boyhood.

On closing I would like to say that I enjoy AMRM immensely and am delighted by the growth of interest in the local prototype facets of the hobby, my only regret is that being a musician I always seem to be working when my fellow modellers are 'running trains' so its a case of see you at the exhibitions.

Douglas Rowe,
Padstow Heights, 2211.

Sir,

Give Bob Cooke some peace. Let him paint his model 81 class in whatever shade he fancies for is this not the way of a freelance modeller?

Obviously Mr. Cooke has no intention of modelling S.R.A. of N.S.W. prototypes, for a model 81 class painted in anything but the correct scheme is an 81 class no longer.

Green with 'Burlington Northern' lettering and '8101' would be as appropriate as Mr. Cooke's suggestion and a similar approximation to prototype fidelity.

Personally I like the 81 class as they are. They are a modern loco and look the part.

In a more informative vein I make the following response to requests and comments in AMRM Feb 84 issue.

The 40 class locos were not able to M.U. (multiple unit) with other classes of diesel due to their control system having manual transition (not transmission!). They operated often in pairs though I did see three units in multiple on the Newcastle Express in the late 60's.

While on the 40 class, Phil Curnow's (? maybe Phil Collins ?? — Ed) article suggested that the 40 class only operated short nose first. Well there is always some exception!

I did see (on one occasion only) a single 40 class operate the 125x/188x Gosford/Wyong/Gosford passenger run, returning from Wyong long bonnet leading. The reason is unknown. Perhaps the Wyong turntable was out of action or the train ran too late to allow loco turning. This happened in the late 1960's.

Continued on Page 43



The industrial area at Cassville on the Cassville & Cascade Timber & Navigation Railroad Co. a HO_{N3} system. On the left of the siding is Peschel's Pickles, the subject of this article.

BUILDING PESCHEL'S PICKLES

by Garry M. Edlen

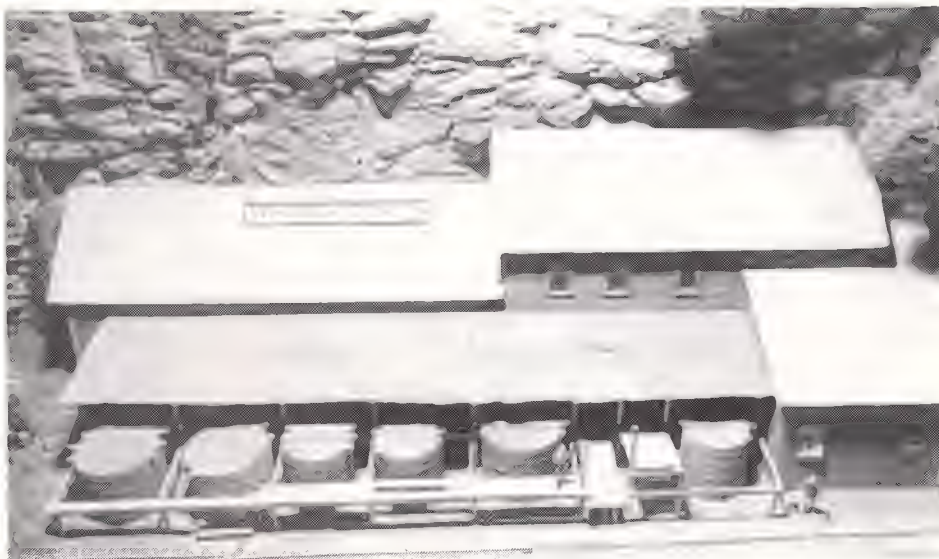
Garry Edlen hails from Arlington, Texas U.S.A. and is renown for his fine structures, some of which have appeared in Model Railroader and Railroad Model Craftsman. Garry will be guest speaker at the 1984 Prospect Model Railway Exhibition to be held June 9, 10 & 11 at St. Patricks Hall, Blacktown in N.S.W.

As an introduction, I feel you should know that I am more of a model builder and industrial archaeologist than a true model railroader. The workings of small privately owned industries are fascinating to me. Also, all of my structures that have names are named after either model railroad friends or others who have in some way become friends, Carl Peschel being one of these.

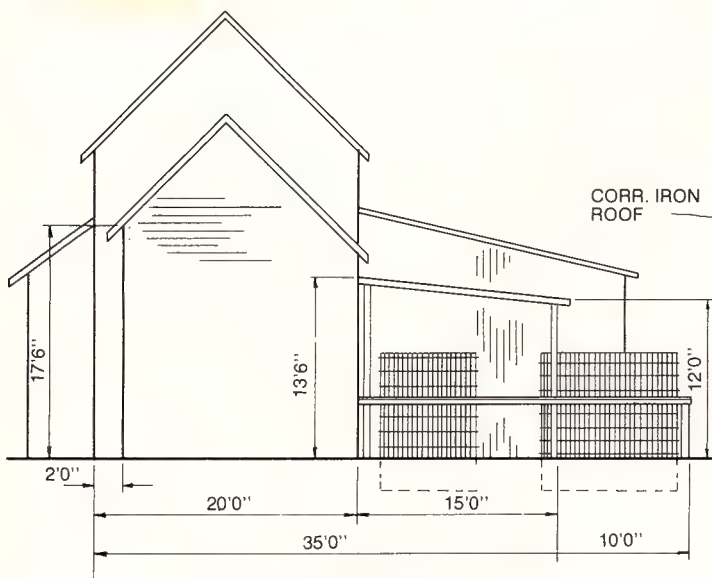
Peschel's Pickles was founded in 1911 by a past lumber baron and part owner of the CCT & NRR who wished to settle in the small river village of Cassville. After many years of chasing



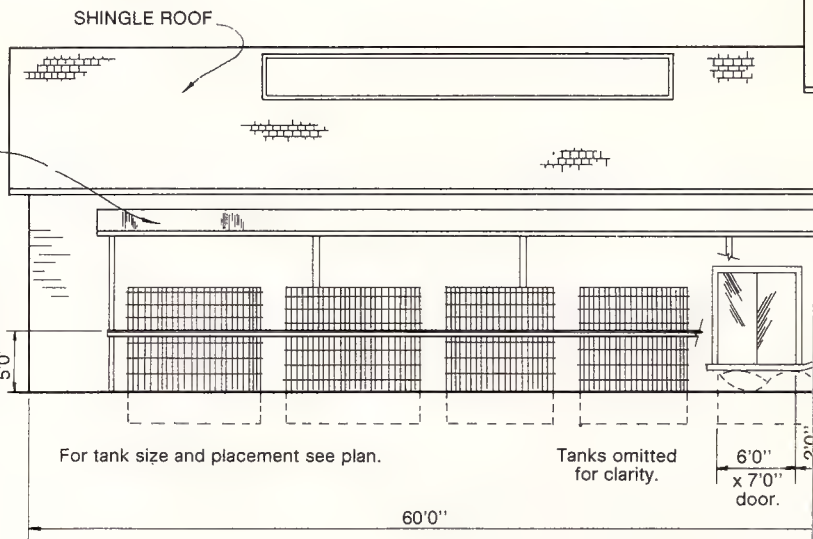
Peschel's Pickles showing the brine tanks, platforms etc. See drawings for further details.



Overhead view of Peschel's Pickles.



WEST ELEVATION



SOUTH ELEVATION

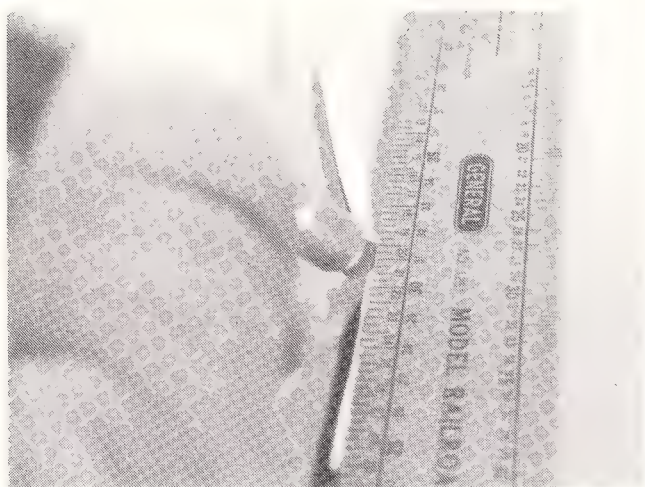
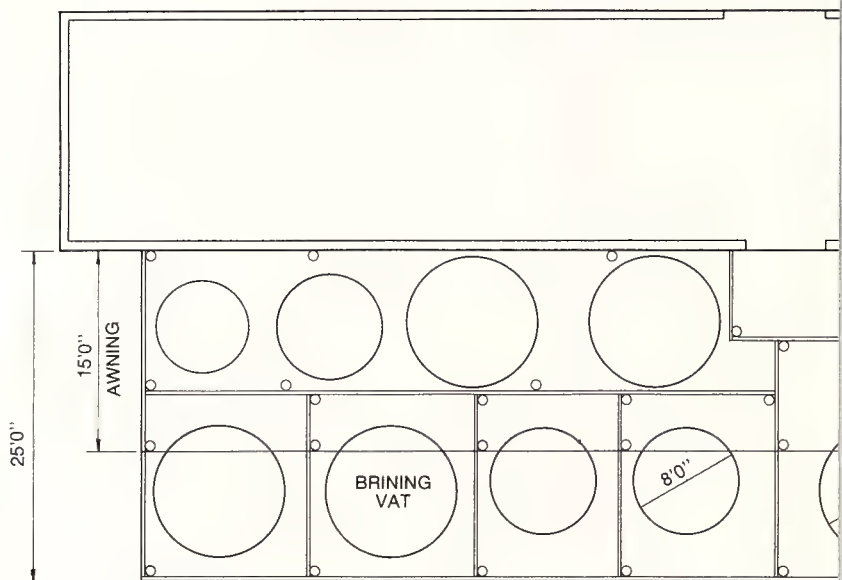


Photo 1. Cut siding strips from balsa sheets using a straightedge and a sharp model knife or razor blade.



NOTE:
Raised platform around brine vats
covered with planking to suit.

PLAN

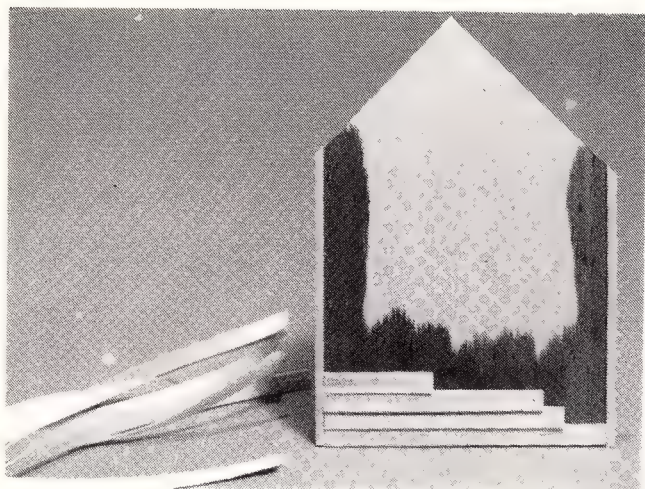


Photo 2. After cutting the wall forms from balsa or illustration board, paint them with thinned black paint (4 or 5:1). Add trim boards, or allow for them, and window frames. Next, cut siding pieces to fit and glue them in place using white glue.

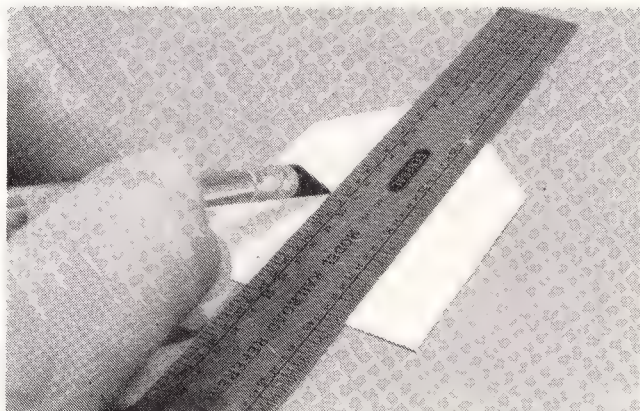
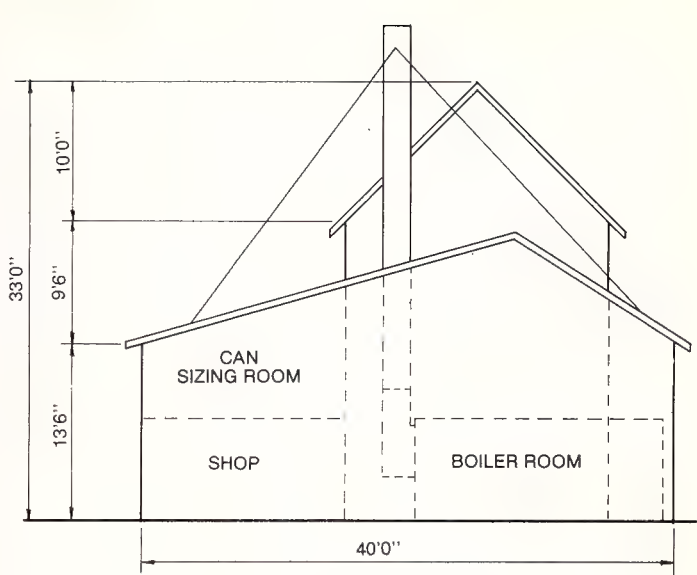
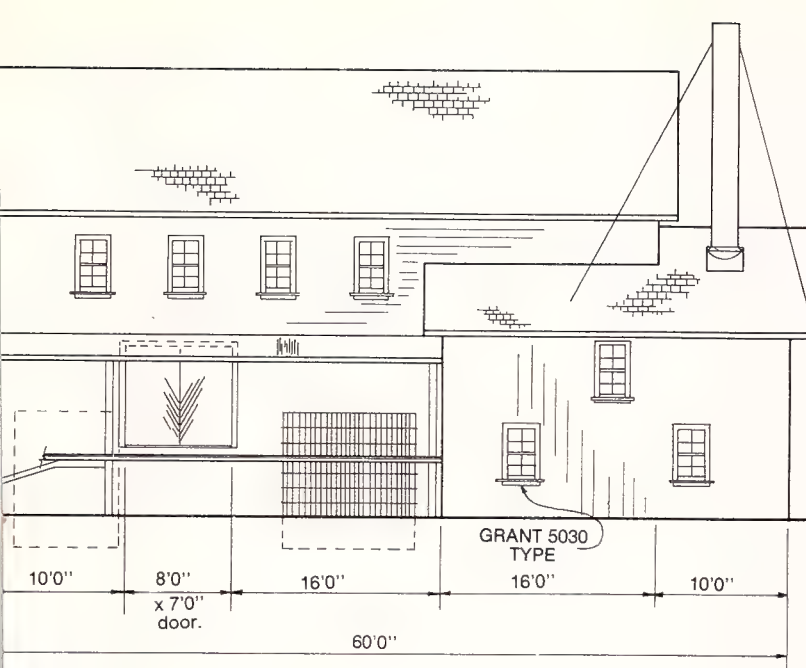


Photo 3. This method is quick and easy to master. Using a straightedge and the back side of the knife blade, scribe random width boards on the wall cutout. Note: Always scribe with the grain of the wood. When complete, add battens if desired.



EAST ELEVATION

EAST ELEVATION

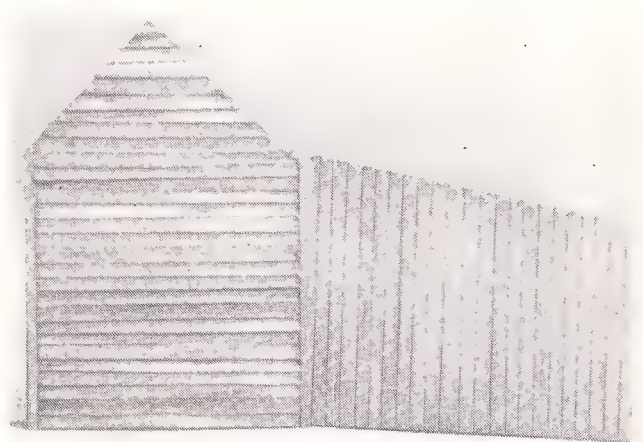
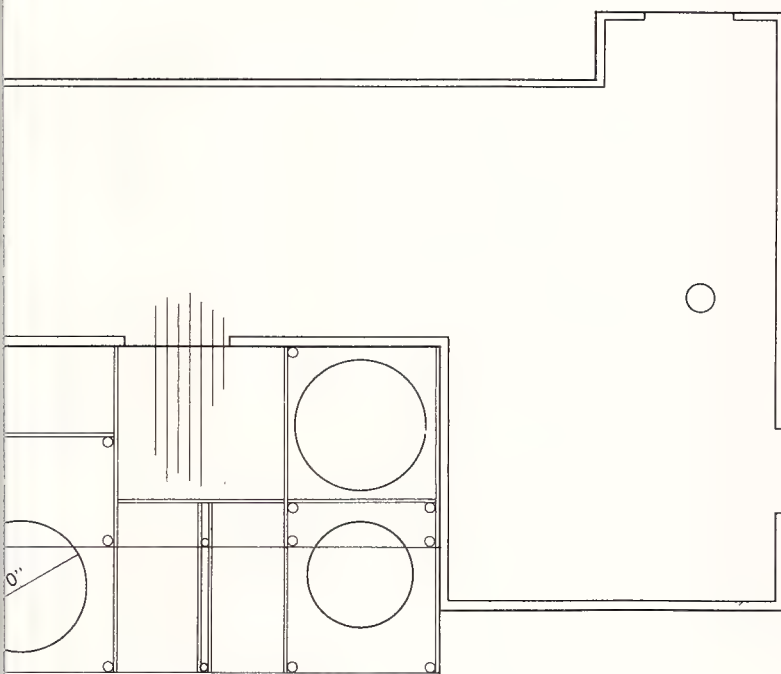


Photo 5. This photograph illustrates the difference between individual boards (on the left wall) and scribed boards on the right wall. Both have been given ageing method described. The nail heads are added using a very fine pointed felt tip marker. I use both black and brown pens.



4. Ageing the siding. (See text) This works on both scribed or walls that have been built of individual strips. See Photo 5.



Photo 6. This row of structures, while not pertaining to Peschel's Pickles, shows all of the methods mentioned in the article.



This block of commercial dwellings were constructed from the same method as outlined in this article.

lumber crews through the woods, he just wished to remain in one area and run a small simple business. Pickles and their making are relatively easy. Having a large amount of logged-over land available for the planting of a crop left only the problem of building a processing plant. Land was purchased along the railroad right-of-way at the river front and a plant was built.

As mentioned earlier, the processing of cucumbers into pickles is a fairly simple process. After the cucumbers are picked and brought from the field, they are put into large wooden vats along with salt and water. The cucumbers are allowed to age in this brine solution for up to two years or more. As they are needed, they are removed from the vats, washed, and transported in small carts into the processing plant where they are sorted, usually by hand, into the various sizes one sees in the local grocery. The cucumbers are then placed in smaller vats inside the plant for the pickling process.

Spices, sugar, vinegar, etc. are added to each batch depending on the type of pickle being made. They are allowed to marinate in the pickling solution for the specified time for each kind of pickle being made.

When the pickles are ready — which can vary from days to weeks — they are removed from the vats and taken to the canning room when they are hand packed in sterilized glass jars. They then proceed down the processing

line where the juice from the vat is reintroduced to each jar. As they proceed, a machine puts the lid on and another machine adds the label. The pickles are then packed in cartons and put in the warehouse until sold.

The model, as shown in the drawings, was designed as a small facility which could process 200-300 acres of cucumbers a year. When completed it will contain all of the interior detail used in the making of pickles.

I built the model using one of my favourite materials — balsa wood. Many purists in the hobby refuse to use this very versatile medium for reasons almost too numerous to mention. I have found that balsa, in many cases, is more dimensionally stable and tends to distort less from humidity and temperature than other woods. The people who have seen my models are usually most pleased with the results that can be achieved using this material.

The small industry shown in the photos and drawings was built using many of the techniques that I have learned during years past. All of the siding, etc. was cut from $\frac{1}{32}$ " $\frac{3}{32}$ " or $\frac{1}{8}$ " sheets of balsa wood. Photo 1 shows how the siding strips are cut from the sheet stock for use in HO scale. With a bit of practice you will be able to make enough siding for a small structure in 5 to 10 minutes. The strips, as cut, will have a tendency to curl just as a piece of wood cut with a wood plane. They can be straightened by gently pulling them through your fingers. Again, a bit of

practice will be needed. By cutting the balsa in this manner you will get some interesting effects in the finished siding.

Once you have a sizeable pile of siding strips cut, glue them to the wall cutouts of your particular structure. See Photo 2. I make drop siding, board and batten or just plain vertical board siding using these precut strips. While this method takes longer to do compared to using commercial siding materials, I feel that the extra time and effort are well spent when building aged structures.

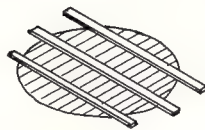
Photo 3 shows the method I use to make horizontal and vertical siding quickly. I use the back of a No.11 blade and, with the aid of a straightedge, scribe random width boards on the wall cutouts. Battens (not shown) are cut from $\frac{1}{32}$ " sheet balsa as described earlier and applied over the scribed lines, leaving a piece out occasionally which helps create an aged effect.

One of the painting techniques that I use to achieve age on a structure is shown in Photo 4. I use Floquil grimy black diluted 20 or 30:1 and apply it to the end grain of the wood. This causes the paint to flow up or along the exposed edge of the boards, which accentuates them in the finished model. After I have completed this operation on all of the walls, I dilute the stain (paint) even further and stain the walls completely. You may wish to experiment on some scraps before trying this method. Start with a much thinner stain and work up to the desired effect. Many times I repeat this process two or three times before I get the effect that I am looking for. Photo 5 shows this technique in the finished form.

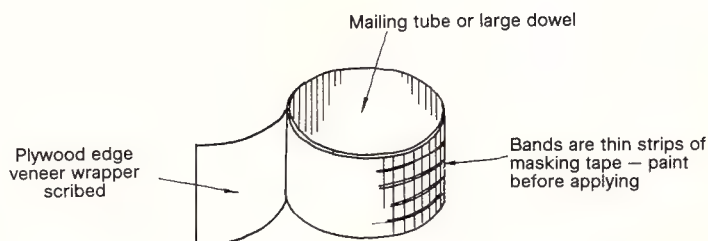
After I have stained, added nail detail etc., I assemble all of the walls before painting the structure with the final colour. Again I use heavily diluted paint and continue to add coats until the desired effect is achieved. At this point, I finish adding the roof and details such as smoke stacks, eave troughs (guttering Ed.) etc. Weathering is done using powdered chalk and acrylic paints as described in many past issues of the various model magazines.

Though this has been a rather brief article as to text, I hope it has given you some ideas for building some interesting structures. ■

Plan drawn by the author and traced by Peter Zaglauer and Ian Thorpe.



TYPICAL COVER
Fabricate to fit inside vat



TYPICAL BRINE VAT

CAN YOU HELP

We are interested in preparing articles on the N.S.W. freight vehicle types mentioned below, and welcome any sightings from readers which would identify the colour scheme and logo carried by individual cars in these series.

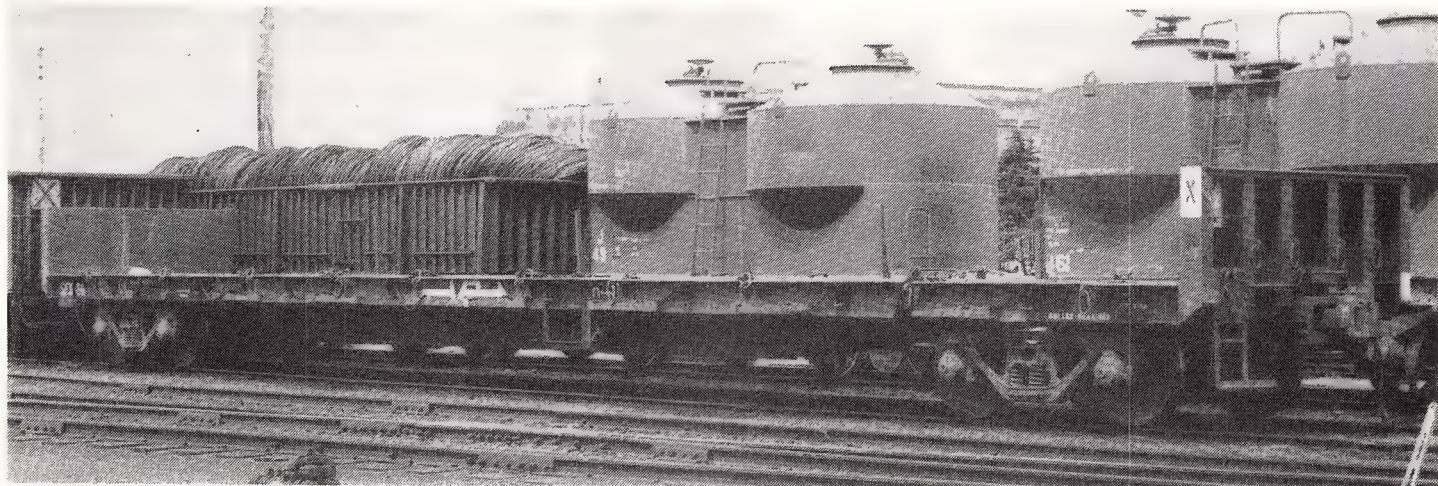
- KHG/NVKF Goods Brake Vans — logos and codes currently carried by cars 34203, 06, 08, 13, 15, 20, 22, 23, 29, 32, 39, 43, 50.
- JHG/NVJA/NVJF Goods Brake Vans — logos and codes currently carried by cars 34020, 32, 36, 39, 54, 80, 82, 93.
- UHG/NVUF Goods Brake Vans — logo and code currently carried by car 34099.
- GHG/NVGA Goods Brake Vans — logos and codes currently carried by cars 30901, 13, 15, 19, 21, 24, 33, 35, 37, 48, 50, 52, 59, 61, 65, 66, 72, 74, 79, 81, 84, 85, 86, 90, 92, 93, 94 and 31004, 07, 08, 10, 12, 13, 21, 29, 33, 34, 35, 36, 43, 44, 47, 50, 53, 54, 57, 67, 69, 82.

Please address data concerning these topics to the projects co-ordinator, Paul Rogers, P.O. Box 4, LITTLE BAY, N.S.W. 2036. All data will be suitably acknowledged when the relevant articles are published.

WAGON COUNTDOWN SA BROAD GAUGE

All Y class 4 wheel open wagons withdrawn for write off excepting 3706 and 403. As at 25/3/83.

Pete Smith.



Ballarat built SFX 86 was photographed at Tottenham Yard on 4 March 1976. This vehicle has a steel decking and lashing rings. Note the bracket on the underframe to the right of the VR symbol. It is not a step but protection for the grade control. Peter Vincent photo.

PROTOTYPE PLAN

VICRAIL 'SFX' (VFLX) BOGIE FLAT WAGON

Notes by Peter J. Vincent Plan by Ron Wrigglesworth

The SFX is a long bogie flat wagon fitted with removable side stanchions. It is suitable for most flat wagon loading except the roll-on, roll-off type of traffic used for transporting road vehicles.

The SFX wagon group were numbered 1-120 consecutively and were built from 1967 through to 1970. The groups were built as follows:

SFX 1-25: Built at Newport Workshops, 1967-1968. This initial batch was constructed with wooden cross decking between the chain stowage bays. These vehicles were also fitted with a lashing bar extending along each side just below floor level. It seems that the original plan for these wagons was for general purpose use only. The plan shows the vehicle as being 61' over end sill, 2' shorter than the current SFXs. With containerisation growing and a demand for more container transporters increasing, the longer 63' vehicle could be used to transport up to three 20' containers, provided the gross load of all three containers did not exceed the 49 ton load capacity. These vehicles are fitted with

ratchet type handbrake levers.

SFX 26-50: These wagons were built at Newport Workshops during 1968. They differ markedly by not having a wooden deck, using flat steel decking, and lashing rings are spaced out along each side instead of a lashing bar. They are fitted with removable side stanchions as well as floor bolsters. The bolsters or container anchor brackets are fitted as required. This group is fitted with ratchet-type handbrake levers.

SFX 51-120: Built at Ballarat Workshops, 1968 through to 1970. Similar to group 26-50 except these wagons are fitted with the Miner handbrake apparatus.

Traffic

Besides general flat wagon usage, these wagons have been used in flat steel traffic from Port Kembla to Melbourne. The wagons were stencilled on the inside of each bulkhead for steel traffic between Port Kembla and South Dynon, though these stencils have all been painted over and none have been sighted from 1975. The initial traffic for these wagons was flat steel, possibly indicated by the code: S — bogie flat wagon, F — flat steel, X — bogie exchange.

Loading

— Flat steel secured with the chains provided;

- SEC (State Electricity Commission) power pole transport loaded on floor bolsters with pole butts balanced at each end rather than unequal loading by placing all the heavier butts at one end;
- New or scrap rail transport on floor bolsters;
- Pipe traffic. Mainly gas pipes for natural gas transfer;
- Containers, usually two only, one at each end of the wagon.
- Farm or other machinery loaded by crane provided any loading is within the loading gauge.

Brake Equipment

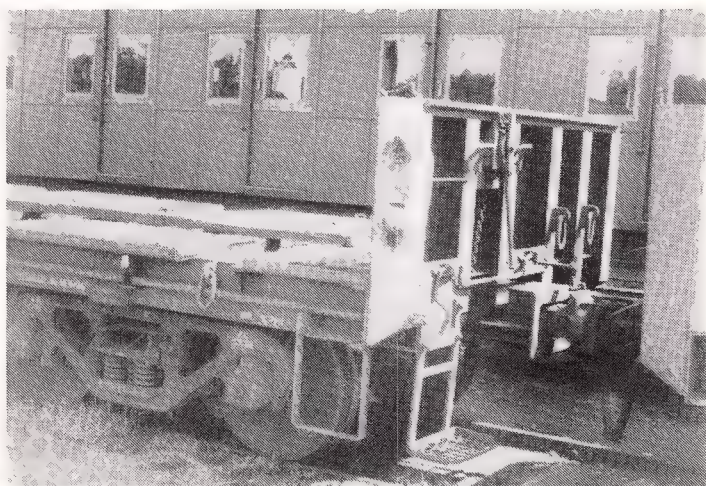
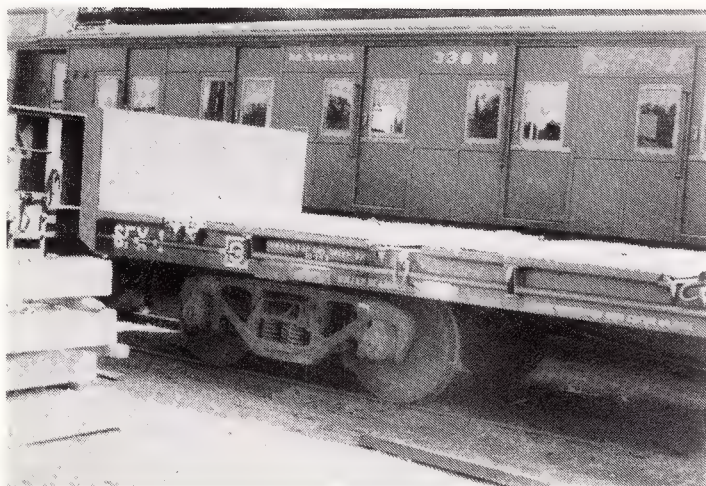
Both Grade Control (circle symbol) and Load Compensating Brake Equipment (white box) are fitted.

Capacity

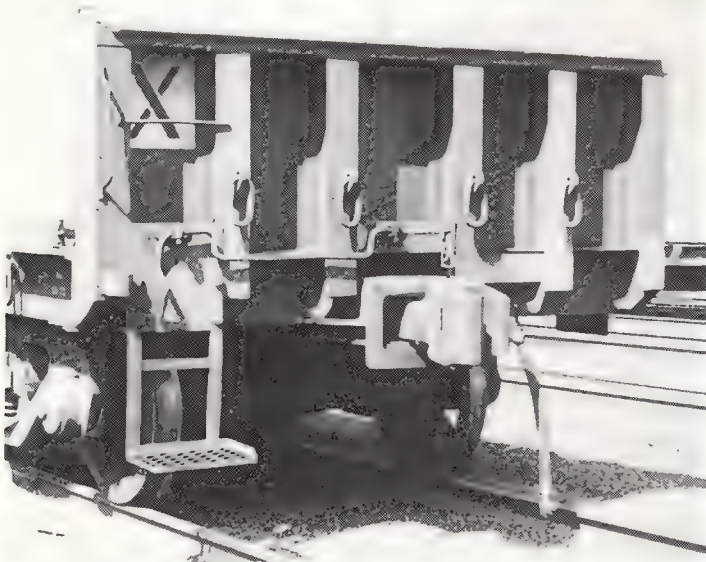
The tare weight of the wagon is 25 ton 19 cwt and has a load capacity of 49 tons.

Conversions

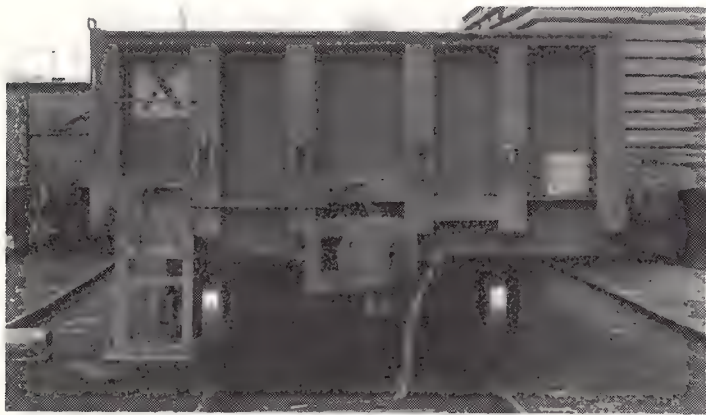
In 1977, SFX 100 was converted to a flat wagon with raised end bulkheads and was fitted with hoops supporting a tarpaulin cover along the full length of the wagon. This was an experimental wagon for rollpaper traffic and was the forerunner of the VFNX vehicles. The rollpaper traffic was from Maryvale Paper Mills



These two photos of SFX 1 at Greensborough show the number one side and end of the first batch of SFXs. The lashing bar extends along the whole length of the vehicle. Note how the lettering goes over the lashing bar. Photos by Phil Jeffery



SFX 39 at South Dynon 15 September 1975, a Newport built second series SFX. This is the no. 2 end and has additional lashing rings where the other end has the brake ratchet. Photo by Peter Vincent.



SFX 101 was at Newport Workshops in June 1975 when the photo of the no. 2 end was taken. Photo by Peter Vincent.

near Morwell to Montague Shipping Sheds, Melbourne. By April 1979, this wagon was recoded to VFLX 100 and had been fitted with an experimental yellow plastic covering on one of the three cover divisions. This wagon was placed in storage at Newport Workshops from August 1979 through to May 1980. During May, VFLX 100 had all the experimental fittings removed in the conversion to a flat wagon for pyneboard traffic.

Other conversions involved the use of another code and these groups are listed below:

SFF: In 1977 nine SFX wagons were converted to carry three containers, each 16'8" long. These wagons were coded SFF to restrict traffic to Broad Gauge. SFF 1, 3 are stencilled:

'A.P.M. TRAFFIC ONLY
BALLARAT — MELBOURNE YARD
GANTRY CRANE'

SFF 2 is stencilled 'ELECTRIC CRANE' in lieu of 'GANTRY CRANE' on the other two wagons.

The group of SFF, Nos. 4-9, were originally stencilled:

'T.N.T. TRAFFIC
WESTALL & BAIRNSDALE'

for parcels and timber traffic between those two points in East Gippsland. Within two months of starting the traffic the WESTALL & BAIRNSDALE section had been painted over to blank out the lettering; and later 4 and 6 ran in service with the complete stencil painted out.

All SFF wagons are fitted with Miner handbrakes (SFX group 51-120) and do not have the Grade Control symbol (white

circle) painted on. The SFFs were recoded to VFLY from April 1979.

FPX: During mid 1978 six SFX wagons were recoded to FPX, numbers 101-106. These vehicles are used in panel board traffic from Mount Gambier, South Australia to Melbourne and points in New South Wales. They are not stencilled. Stanchions and chain apparatus have been removed. Numbers 101-104 have been provided with lashing bars along each side. Numbers 105 and 106 have been provided with Kane & Shelton binders (Boeing winches). There are 16 binders along one side. The webbing of each binder hooks onto a lashing bar provided on the opposite side of the wagon, providing a rigid anchor base. All wagons are fitted with Miner handbrakes (group SFX 51-120) except FPX 104 which has a ratchet handbrake (from the SFX group 26-50). From April 1979 these wagons were recoded to VFMX. During the early part of 1980 VFMX 107 to 112 were converted from SFX/VFLX wagons, group 26-120.

QGF: QGF numbers 1-8 were converted in mid 1978 for LP gas traffic on the Standard Gauge. The wagons were converted at Newport Workshops. The vehicles were fitted with 'double shelf' couplers which prevent the wagon from breaking free during a



A Miner brakewheel instead of a brake lever is the major identifying feature of third series SFX wagons. However, this photo of SFX 80 at Newport Workshops in July 1975 also shows a revision of the coupler lift bar. Photo by Peter Vincent.



The number one end of a second series SFX, No. 37, at Newport Workshops in October 1977. Photo by Peter Vincent.



This photo shows one of the chain stowage boxes in SFX 85's decking. The date was 7 July 1977 at West Footscray. Photo by Peter Vincent.

Continued on Page 50

EXHIBITION REPORT

BIRKENHEAD POINT

The Australia Day Model Railway Exhibition was held for the third time at the Birkenhead Point Shopping Complex at Drummoyne, near Sydney. The exhibition was presented by the Eastern Division of the Southern Cross Model Railway Association.

A variety of HO and N scale layouts were displayed. NSW prototype was well presented by the Mt. Wilson layout of the Epping Model Railway Club and the Hawkesbury River layout of the A.M.R.A. NSW Branch. Other HO/OO layouts, included St. Davids which is a British OO scale exhibited by Alex Mathieson and EnnstalBahn, a European narrow gauge layout exhibited by Chris Berthold. N scale was represented by B.Moore, P.Rubin and the Sydney N Gauge Model Railway Club.

The purchasing inclinations of the public were well catered for by Casula Hobbies, Northside Hobbies and the Eastern Division of S.C.M.R.A. who had available back issues of AMRM, items from the Railway Shop and copies of Railway News from the Schools Railway Clubs Associations.

A Diorama contest on a railway subject was held in conjunction with the exhibition and six entries on various prototypes and scales were on display. The entry placed first was built by Geoff Kemmis, while Gary Price came second and Thomas Hastings third.

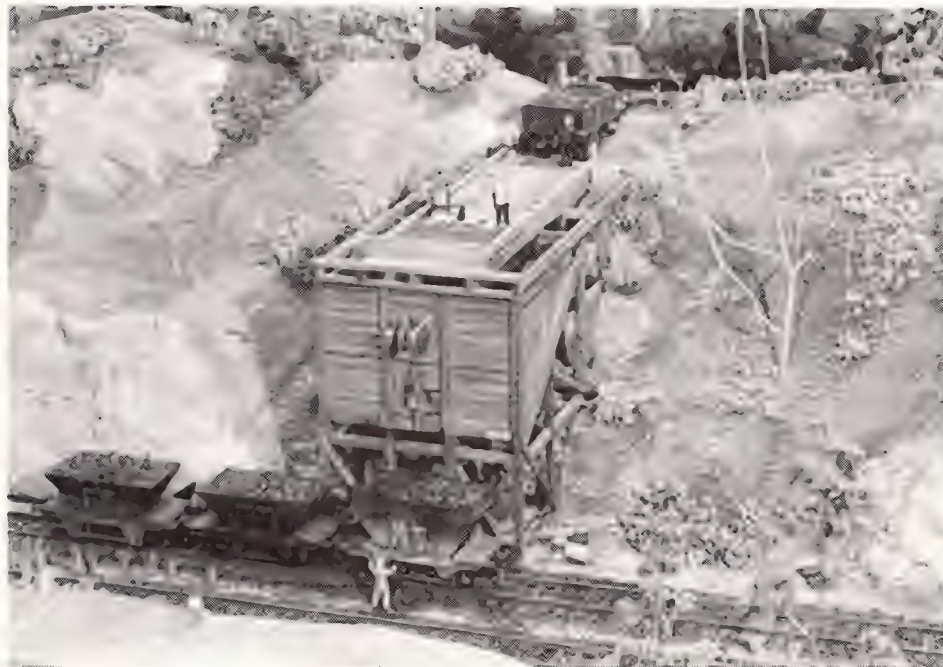
From the proceeds a total donation of \$2000 has been made to 'Better Hearing Australia' and the 'Epping Branch Sub Normal Childrens Welfare Association.'

The winner of the raffle for a train set at the Australia Day Exhibition was A.Dent of Belfield.

The winner of the Guessing Competition for a \$200 open order by the Model Railway Promotion Council of NSW was P.Cochrane of Pennant Hills.



Youth at work - illustrated above is Robbie Flowers, giving a scenery demonstration at the 1984 Birkenhead Point exhibition.



A section of the diorama built by Geoff Kemmis that won first prize in the contest. Photo Bob Gallagher.



This exquisite structure built by Gary Price won second prize in the Diorama Contest. This N scale was built from an article in Model Railroader. Photo Bob Gallagher.



The station scene at St. Davids. Ian Thorpe photo.



This diorama built by David Williams featured scratchbuilt rolling stock behind a brass Na class locomotive. Ian Thorpe photo.

Continued from Page 34

In respect of other locos and multiple unit working it should be noted that 81 class will M.U. with other locos but it is avoided if possible. The 81 class 'super-series' control system allows the 81 class to deliver high tractive effort but also forces other classes into short-time rating (overheating) of their traction equipment.

The 81 class are only rated to 80 class capacity if working with other units for the above reason.

Also 46 class and 85/86 class locos cannot M.U. If a 46 and 85/86 are in the same train both must be crewed.

With regard to the query of bulk coal train consists, the following is current practice;
Hunter Valley — 42 Wagons (Pt. Waratah terminal)
stern Coal — 22 Wagons (Rozelle terminal)
Other Consists — 31 Wagons (Phasing out)

The wagons above are the NHVF, NHGF, NHCF types in all areas except the West where the NHFF type is used almost exclusively. The 31 wagon consist was the early unit train standard.

It was tried once on the West with four 80 class from Clarence Colliery but was found unworkable.

The NHTF and NHHF wagons are used in the Northern areas also but not always as unit trains.

The unit train concept grew up with the CHS type vehicle (NHCF, NHVF, NHGF). Prior to this bulk coal was working in anything from UTs to CHs in consists depending on stock availability and mine location.

In closing I might remark that there is still one 'push up' operation in NSW (see pge 27). At Lithgow bulk loads are lifted with three electrics up front (one banker, two train engines) and the yard engine at the back. Usually the rear loco is a 49 class and pushes just enough to help the electrics up the early part of the Zig-Zag area.

I hope that my brief comments are of some assistance.

Brian Dick,
East Blaxland, 2774.

Sir,

Its a little bit hard keeping my filing system up to date when you call the February 1984 issue of AMRM Vol 11 No.7 issue 118.

Now calling it issue 124 may help many people but regardless a superb issue.

The colour photos of the 48 class really ring the differences. Advertising of the VR 'U' vans also excellent but the article on 'Variations of an FO' is outstanding and provides the incentive for even the youngest modeller to produce a variety of equipment for his layout without too great a cost.

Keep up the good work.

Ellis Thornley,
Elanora Heights, 2101.

Sir,

I have read the Comment ,Article and Letters on the need for standards in Australian railway modelling.

I believe that the standards decided upon should be practical even if not ideal. They should be such that progress can be made from the train set level without requiring existing equipment to be discarded. : As a result our standards should be for equipment that is easy not only to use but also to obtain. In this respect I think the ideal of Code 70 handlaid track and points and Kadee couplers should be discarded in favour of something more practical, i.e. Code 100 preassembled track and points (Peco?) and Lima/Rivarossi couplers.

On a slightly different subject I would appreciate if kits offered for sale showed clearly on the outside of the kit what is required to complete the model, i.e. what colour paint, what type of decals, wheels,etc. Perhaps when standards are determined, packaging of kits could be included?

Martin Murden,
Macleod, 3085.

Sir,

I wish to correct a serious error in the 'February 1984' edition of 'AMRM' with the article titled 'PUSH UPS'.

Banking in the rear or push ups is still carried out on the Tumulla bank and from Bathurst to Raglan.

For example 1065 and 1549 freights from Bathurst to Orange this morning were both assisted in the rear from Georges Plains up the Tumulla Bank. 1065 was assisted by 48149 and 1549 assisted

by 4712.

Also since 2250 tonne loads have been in operation for coal and wheat trains from Lithgow to Metrop sites normal working is by two 85 class or two 86 class with an 85 class or 86 class pilot from Lithgow to Zig Zag. But when there is not enough 85 class or 86 class units available then the 2250 tonne loads are worked by two 46 class or 85 class or 86 class or a Main line diesel pilot assisted in the rear by a 46 class or Branch Line unit such as 47 class, 49 class, or 48 class. (Main Line diesels cannot assist in the rear from Lithgow Yard to Zig Zag).

I hope you find this information is of some assistance to you and your readers.

Michael Richardson,
Lithgow, 2790.

Sir,

I feel I must correct a mistake in your February 84 issue. On page 27 there is an editor's note "Unfortunately banking in the rear is no longer permitted on the NSW railway system."

Banking in the rear is still permitted on certain sections my example being here in Bathurst where it is in use on Raglan Bank almost daily not only on wheat traffic but on any goods over the specified tonnage of the train loco/locos.

As far as the position of the banking locomotive on the front or rear of the train for the run from Bathurst to Raglan, I believe it is up to the choice of the two engine crews involved and the signalman at Bathurst East Box.

Units involved on banking duties normally are of the 47, 48 and 49 classes and most of the time the unit involved is the Bathurst shunter, of the day.

When we have a locomotive to trial from the Workshop, we arrange a banking job so as we can test and set the engine Load regulator on the engine governor. This load regulator cannot be accurately set without the engine working on a train of reasonable weight.

As far as banking jobs west of Bathurst, banking has apparently been eliminated because of the removal of Wimbledon staff station. Thus, to bank a train west of Bathurst, the banker is attached to the lead at either Bathurst or Georges Plains and then works right through to Newbridge, where dependant on whether the banker is separately crewed or not, it is detached and returned to Bathurst or stowed in Newbridge yard to be picked up by an up goods or another crew is brought out by call truck from Bathurst 30km distant.

Incidentally as far as testing of the load regulator on a locomotive from B.R.W., and the only train available is a goods within tonnage capacity of the train loco/locos, the crews confer and arrange for the train locomotives to be driven in no higher than 6th throttle notch so as to make the banker work that much harder and thus get a reliable indication of the banker performance.

On another front, I must compliment your magazine on first instalment of the "DL531 in Australia." It is good to see a well researched and written article and lays the groundwork for many more.

As far as variation to locomotives in the 'Candy Stripe' colour scheme, these came about through:-

- a. trial and error on new concepts
- b. which paint shop paint it
- c. which tradesmen do the masking up and painting.

so, I will now note a few observations in regard to variation within classes.

421: Only 42101 has been G/OH (General Overhauled. Ed) and repainted and no more programmed to be G/OH till 1985 or possibility never, only time will tell what happens.

422: Size of the painted end numbers varies.

44: 4403, 4424, 4460, 4492, 4496, 4499 have the 'L7' logo painted white whilst 44100 has the 'L7' logo painted orange. Incidentally, 4403 has some minor variations in other aspects as it was painted by hand at Elcar, not sprayed at Chullora Loco Paint Shop.

442: Size of the painted end numbers varies. The position of the side 'L7' logo is different on the last released, 44239 compared to the first three. 44237, 44238 and 44240. we will have to wait till the next unit, 44203 is released in the near future.

45: Cardiff overhauled unit 4504, the first in 'Candy Stripe' emerged with a white roof, followed by 4516 with a grey roof and subsequently units 4514 and 4521 have emerged with red roofs. Meanwhile Chullora has painted all its 45 class with grey roofs so far.

46: Nothing I can detect even though they have been painted at four different workshops.

47: The first to be painted, 4704 has just been released from painting at Clyde Wagon Works. For any variation we will have to wait till 4720 has finished overhaul and a decision as to when and where it is to be painted as B.R.W. is gearing up to do exterior painting.

48: Well you've said it all.

49: 4903 recently painted at Clyde Wagon Works varies to previously painted 4902, 4905 and 4918 in that it has white headlight holders, smaller 'L7' logo and has had the 'Clyde' Builders Plates reinstated after painting but in a new position on the staff exchanger pocket cover. Incidentally, 4903 is the first of 49 class which have the 'bathroom' aluminium side windows to be repainted. The aluminium has been painted glass black to match the surrounding area. Top overhaul units with the new windows include 4904, 4910, 4916 and 4917. Some 45 class are currently being fitted with these style of window as they pass through G/OH.

70: Only 7007 has been painted and no more scheduled. Thus, no foreseeable variations.

73: Some nine variations dependant on where painted.

80: None yet G/OH.

81: All standard except where collision damage has affected various units.

85: None yet G/OH.

86: All standard.

I hope this information is of use to your magazine and readers.

Charlie Cox,
Bathurst, 2795.

Sir,

I have some problems with modelling which may be quite common and for which no one here seems to have an answer.

I suggest you publish the problems along with the answers in say a problem solving column.

Having completed two T.G.R. loco's in 4mm/ft scale the following have shown up.

1. Cowcatchers on locos prevent KADEE couplers from engaging. I have tried reversing the activating arm on the KADEEs on the wagons but this prevents any form of uncoupling — Can you help?
2. One loco (Climax) has a four wheel powered bogie and an unpowered one. The loco has as much weight as I can fit in over the powered bogie but slips when pulling only three wagons. Traction tyres would be an answer. Is there any substance that could be glued, taped or painted on existing wheels to improve traction?
3. One loco runs at 200 scale mph. I have tried resistances in series without success. Zenner diodes (11 volt, 1 watt) back to back across pickups seem to work and be small enough but disintegrate after ten minutes. Is there any successful way to slow top speed of individual locos without loss of power low down or excessive bulk.
4. DECALS in gold are now at my Hobby Shop which allow me to produce number plate numbers but is there anyone supplying OVALS to surround numbers?

A.J.Parnell,
Launceston, 7250.

Sir,

Following recent letters on the subject of 38 liveries and 32 class details I would like to share with readers of AMRM the following information obtained for a friend building models of both types (live steam).

Firstly regarding 38 class. Railway photos taken of 3806 on 14/12/45 (neg Nos 377/24, 378/27) i.e. when 2 weeks old and of 3807 taken on 21/3/46 (neg No.377/150 i.e. 4 weeks old clearly show both locomotives with black smokeboxes in direct contrast to Mr. Hardings 'memories & Notes'. Mr. Harding states his 'notes' only apply to the 1945-60 period in which case he should consult more railway photos which show 3808 (neg No.378/164) 9/2/54 and 3813 (neg No.203/50) Sept 1955 railway exhibition both locos having black smokeboxes.

Numerous photos of 38 class have been published and careful study of same will usually turn up something different. Whilst on display at Sydney terminal in 1955 3813's crosshead was green and lined out as well!

Regarding the 32 class, railway records indicate 63 32 class received new frames up to 1955 (latest records available). Possibly 1 or 2 could have been done after this date eg 3224 which appears to have a new frame in photos taken mid 60s but records reveal it never officially received one! Could it be that as often happened 3224 swapped identities with a reframed member of the class during a shopping. Maybe some reader could shed some light on this?

Mr. Hardings comment regarding reframed 32 class would also seem to be at variance with the fact that many old framed Ps were still roaming the system after 1960. A few that come to mind being 3333 withdrawn early in 1966 at Port Waratah and 3273 at Cowra in 1964, but probably best of all is 3265 which to this day still has wooden buffer beam and curved running board.

Diagrams in my possession show 3280 had received the 8'0" centreline boiler while in original condition, i.e. saturated yet records reveal the loco was never reframed.

Another diagram shows that at 13/8/31 the following Ps had 8'0" centreline boilers 3205, 06, 14, 80, 91, 93. Of these 3214 & 3291 are the only ones to receive the new frame with straight running board.

Of course one would assume the new framed versions would remain in service longer than the old type and records reveal few in service after the mid 60s which may have led Mr. Harding to believe they were all reframed by 1960.

Finally I would suggest to readers they spend an hour or two researching a loco and its history and you will be able to answer any critics.

I would like to take the opportunity to thank Mr. John Forsythe and Mr. Ray Parr of S.R.A. Archives for their help in researching various subjects over the past few years.

Harry Vauxhall,
Sydney, 2000.

Sir,

Just a short note to let Mr. Fergusson of Glen Innes know that the operating habits of the 40 class diesel electric locomotives have already been extensively documented, firstly by the Australian Railway Historical Society in its 'Bulletin' No.411, dated January 1972, also in 'The Railway News' (magazine of the N.S.W. School Railway Club's Association) for May/June, July/August and November/December 1980.

To answer the specific query; in normal service, 40 class could only multiple with other members of the same class — this was because the 40s were equipped with a 21-pin multiple unit connection, whereas other classes had 27-pin connections. At least one trial was carried out with a 40 + 43, utilising a special jumper cable with 21 pins at one end and 27 pins at the other. However, the 40 class had to be marshalled leading, so that the driver had control over the manual transition feature.

If a 40 class doubled with any other mainline unit, both locomotives had to be manned and only a double 40 class load could be conveyed.

Turning now to coal wagons . . . there are now no BCH type hopper wagons in service on the S.R.A. network, the last being used on the through services off the South Maitland Railways, when consists of 22 wagons were conveyed to/from Pelton and 11 wagons to/from Neath. CHS type wagons (to use their original code) are now generally operated in 42 wagon consists where balloon loop facilities are provided, also from Stockton Borehole Colliery; otherwise, 24 wagon blocks are utilised, mainly from Muswellbrook or Newdell Junction. Block loads of 22 CHS wagons are operated from the Blue Mountains, Tahmoor and Glenlee to the Port Kembla Inner Harbour complex.

Peter Neve,
Loftus, 2232.

Sir,

I would like to thank you for a most informative magazine and hope to see many others.

In my last letter I asked you if you know of any company making a model or planning to of the Vic. Rail DERM. I don't know if I started something but soon after a flood of Brass DERM's were available. Unfortunately I had to sit back and watch these expensive models being bought. If a plastic model was produced I think it would sell like hot cakes. I received a telephone call from Broad Gauge Models and they informed me that they could produce a model for about \$80. Why don't they? The market is there.

After getting frustrated with dirty tracks, I set to find a better cleaner. After using metho for some years I tried the Wahl clipper oil which I found

cleaned the tracks a little better but causing the traction to degrade. I set out to find a better cleaner and found that the best thing which I used was a valve lubricant which is used to lubricate valves on a trumpet. It contains mineral spirits and cleans the carbon up quickly. I used it the same way as the Wahl oil and found it does not cause skidding. Now and then you can give the track a rub with a Peco track rubber and a wipe with a rag. The lubricant is available in a 1.25 fluid oz bottle at any Brashes store. I would recommend you try it.

R.Newland,
North Fawcner, 3060.

Sir,

Firstly, thank you for your magazine. I wish it could be monthly and twice as thick.

Secondly, my thanks to Mr. Eddie Garde for his article 'Variations of an FO'. My CCA is on my layout and running with my Lima Louvre van, again converted in accordance with his article.

After reading your mailbag I felt compelled to put pen to paper. I agree with the comments of both Mr. Greg Henson that the individual's taste, preference and finances must dictate his/her layout, and Mr. R.Ferguson that brass locos are becoming higher priced due to the inclusion of fine detail etc. I would like to have several brass locos of N.S.W. outline, but price does not permit.

I applaud the efforts of Trax by making available a N.S.W. 48 Class diesel in plastic, ready to run and competitively priced. I believe that all wheel arrangements used by steam locos in Australia are commercially available and are very close to prototype. All that is needed is a new top in NSW or Vic outline. This would apply to diesels, a repaint may only be necessary. It is a possibility. I would hope other manufacturers follow this lead and take up the challenge.

I am not a rivet counter and most, if not all, of my models are near enough good enough. This may horrify some people, but other modellers and the rivet counters should realise that there is a place for us. I believe that the rivet counters or the perfectionist is the setter of standards for which we may strive to achieve, if possible. Sometimes we do not have the skills or the patience.

I find your magazine extremely valuable in my modelling and am always impatient to receive the next edition. Thank you for a fine magazine.

A.F.Birch,
Tumbi Umbi, 2261.

Sir,

I was interested to read in the December issue of AMRM Mr. Phil Collins description of how to beat inflation by giving his model railway rolling stock two different sides per vehicle.

For those readers operating OO gauge British outline layouts, with the old Triang coaches, a similar scheme can be carried out. These coaches comprise five major pieces, the frame (with bogies attached) and the coach ends; two coach sides; one interior and a roof, all held together by two brass screws up through the frame floor into the roof. On loosening these screws sufficiently, the coach side can be removed. So, by purchasing, say, one British Rail Western Region coach and one Midland Region coach, the coach sides can be suitably swapped around so that one ends up with vehicles as described by Mr. Collins, with each side different. By doing this one can then end up with three two coach sets, one all W.R., one all M.R. and one W.R. and M.R.

I have used this scheme for many years now, my layout being so arranged that only one side of the train can be seen. One of course has to take care that the coaches being so treated are all of the same type, a brake-third class side on one side doesn't go well with a first-third side on the other, to say nothing of the confused interior one also would have.

This method can be used on model railways representing those prototypes that use coaches or vehicles of a standard design that are painted in different liveries, for Regional or such like identifications, and of course British Rail is probably the best example of this, but no doubt the scheme could be applied to other railways, providing that is that the model railway vehicles involved are so constructed that the changeovers are simply done. Of course one could be keen and actually re-paint one side in a different livery to the other, but that isn't as simple as just undoing a couple of screws.

The great advantage of applying this scheme to British Rail coach models is that for all Regions the coach ends are black, so one then doesn't have to

worry about different liveries being seen on the coach ends.

On another matter in the same issue, I noticed a letter from Mr. R.Tierney asking about HO-OO kits for V.R. type signals, and your reply that Ratio make a range of kits that would be suitable. I assume that the type of V.R. signal which Mr. Tierney wishes to model is the old lower quadrant semaphore type, and if this is so, then as far as I know Ratio do not make kits for this type of signal, and the conversion of any of their kits to a convincing model of the V.R. signals would be quite a job.

The problem here is that the V.R. lower-quadrant signal is of the type originally used on the Great Northern Railway in England, and called the 'somersault' signal. In this design, the signal arm or blade, and the spectacle frame each has its own pivot point, and so when the signal is pulled 'off' the rear end of the arm swings up and away from the spectacle frame, so giving the very distinctive gap between the arm and the frame. I think that all the various Ratio signal-models are of the type in which the arm and spectacle frame are one, and swing on a common pivot, so the conversion of any of these to the 'somersault' type would be pretty difficult.

Signals of this pattern, built by McKenzie & Holland in their works at Spotswood Vic. were also used in Western Australia, Tasmania and by the Commonwealth Railways, and I think in New Zealand, so models of this type of signal would sell outside Victoria.

W.A.Pearce,
Kensington, 3031.

Sir,

I am very pleased with AMRM. I am in the middle of making a trainset which has quite a bit of space on it. Although I do not know what type of layout it will be. As yet I have to decide if it will be a country or city scene. I cannot wait until the Silver City Comet is released for sale. Could you please tell me if there are such things as a dress up kit for the 442 in HO.

D.Oliver,
Wellington, 2820.

The brass model of the 442 is complete. I don't believe there is any other model available; therefore no dress up kit. — Ed.

Sir,

I think your magazine is a very valuable and informative journal for rail modellers. As a beginner with only three years activity in railway modelling and seventy eight years in age I am not ready to branch into model building just yet.

But I would appreciate a comprehensive article on tracklaying for HO. Some items come to mind:-

1. Compatability of nickel silver track with Hornby steel or Fleischmann brass for points etc.
2. An opinion on the value of underlays such as Cork or Foam rubber. Also the value of ballasting.
3. Methods of avoiding kinks in the joining of flexible track and curves.
4. Minimum radius for curves.
5. Maximum rise per foot for elevated track.
6. Best method of cleaning track for efficient running.

These are only some things that come to mind. My objective is really smooth running for the slower steam locos and I have not yet attained this.

Therefore an examination of the whole subject of tracklaying would be very much appreciated by me and perhaps others.

J.H.Black,
Gerringong, 2534.

Sir,

Firstly I must congratulate the production team of AMRM on a first class and very informative publication.

Secondly, a plea to the manufacturers of Trax and Friedmont kits. Please include details of colour schemes and lettering/symbols etc., in your instructions. This would be a great benefit to modellers not residing in NSW. I have LCH, CCH, S, RU, K and RSH wagons by Trax and GHG and KHG brake vans by Friedmont. Can anyone help with colour schemes and lettering details please?

Finally, I would very much like to comment on Peter Zaglaver's most interesting letter in the December issue of Mailbag. I have only been modelling Australian kits for twelve months and his ideas sound very good to me. How about some comment from readers and most important, manufacturers? I am most interested in his idea of an illustrated catalogue. There are quite a number of

models on the market today that I cannot identify, mainly because I am currently living in Central Victoria. Do other interstate modellers have the same problem? I would like to 'TRY' and start the ball rolling if I can. I firmly believe a catalogue showing models from ALL Australian manufacturers is a marvellous idea and I want to try and do something about it. Are you manufacturers willing to assist in any way? Perhaps you could supply one of each of your kits for me to build, paint, add bogies, decals etc and then photograph in colour and then produce the catalogue. Is that asking too much from the manufacturers?

To be worthwhile I feel the catalogue should include EVERY available model from ALL manufacturers (BGB, Rails North, Friedmont, Camco, Stephen Johnson etc etc). Individual retailers could then add their own particular price list as appropriate.

So come on other readers of AMRM, modellers from all states and especially you manufacturers or distributors give me some assistance, comment and advice.

Roger Pearson,
57 Kookaburra Avenue,
Bendigo. 3550.

Sir,

Thank you for such a good model railway magazine. It has helped me quite a bit in setting up my railroad. But I'm sorry to say this, that I can't help noticing that most articles are either N.S.W. or Victorian railways. What has happened to the other states of Australia? After all, those thumping big

diesels in Queensland which let out a huge amount of gut wrenching torque everytime the driver opens the throttle, must be a little bit more interesting than say, the 48 class on NSW lines. I thought that it would be nice to see how the other half work.

M. Webb,
Nowra, 2541.

No doubt many other AMRM readers would also like to see how 'the other half works'. We can only explain why we publish the articles you see in AMRM.

AMRM publishes most of the articles it receives, but others like the 48 class article are produced from within the group of individuals who are interested in helping in one way or other. Sure there are more articles on NSW and Victorian subjects for there are more people interested in writing about these subjects. The way to overcome this problem is for those who are interested (and knowledgeable) on the subject to put pen to paper, and film to camera. Unfortunately you must have missed the many articles on Tasmanian and South Australian subjects that have appeared in AMRM over the last nine years.

Editor.

Sir,

Your article on page 44 of the February 1984 issue about Australian N scale, and that Fyren Models ceasing production, prompts me to write and make some comments.

Once again you describe the ELX and VLX kits as very good. Having been inspired to 'Model Australian' by your magazine I sent for 2 Fyren

Models ELX kits sight unseen.

The bodies which went together easily are well made but the wheels and bogies!

Can you believe arch bar style bogies under an exchange wagons!

The wheels are larger than those on my American diesel locos!

The couplings are larger than the Rapido style couplings on my other wagons. They do not couple well with each other or any other type. Mounted on the rails the wagons are nearly as tall as the American diesel locos, which looks ridiculous.

Looking at the prototype here in W.A. on standard gauge bogies it is noticeable that the tops of the wheels are almost hidden by the wagon side sill. Mine remind me of a Toyota Hi-Lux 4 W.D. which has been described as a 'woman running across the paddock with her skirts up'.

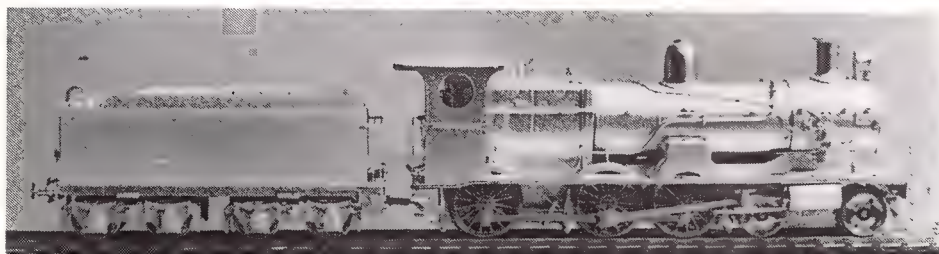
All this helps to make the wagon top heavy. Adding weights does not help because of the height of the floor. I experimented with Kadee bogies with mounted couplers which brings the wagons too close together, especially on my 12 inch radius curves.

As you may have gathered I am not too pleased with my ELXs and won't be ordering any more kits sight unseen, especially when for the same money you can buy two Atlas or Lima American style wagons already assembled.

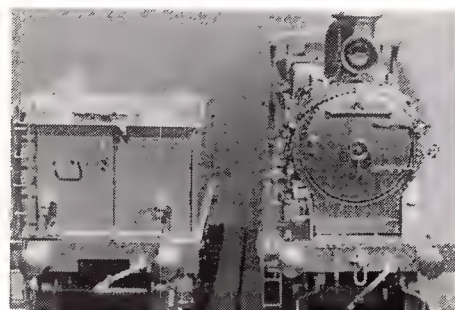
I hope these comments may help those concerned why certain kits are not selling.

O.Sodenberg,
Balga. 6061.

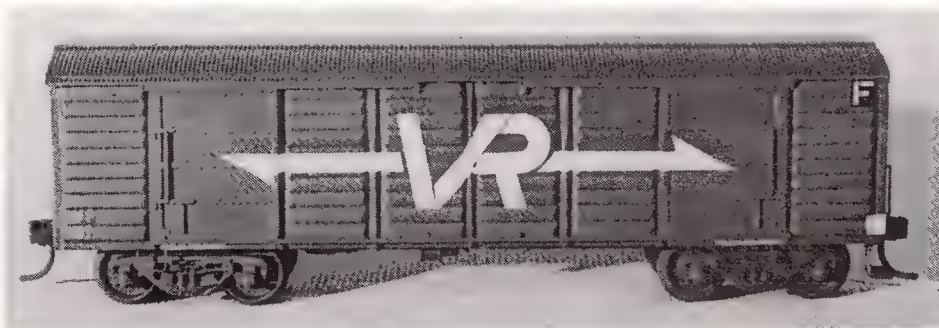
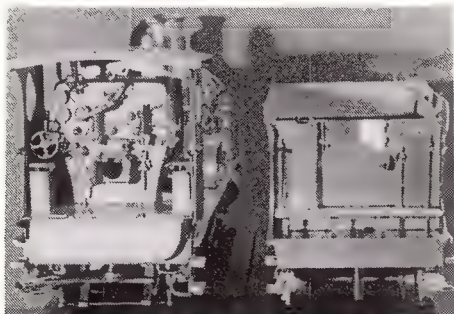
PREVIEW



The latest release in brass models from Casula Hobbies in a HO scale NSW C32 class built by Samhonsa of Korea. The model has been handcrafted from brass etchings, stampings and castings. The application of the very fine detail is excellent and there appears to every item of exterior detail on the model, including lubrication lines and the whistle cord. A feature is the opening hatches and smokebox door, all of which open and close with ease. The cab is fully detailed including an open firebox. The driving wheels are fitted with stainless steel tyres and the power from the motor is applied to the centre axle via an enclosed gearbox. The top speed of the model is 176 kph (110 mph), while its smooth crawling speed is 7 kph (4.5 mph). It has a draw bar pull of 55



gram, which in real terms will allow it to haul 10 Lima coaches on the flat or start up a 30 to 1 grade with 7 cars. The tender, original style, is fitted with all the usual niceties including rivets, conduits, coal iron rack and full water plate fittings. The tender readily accepts a Kadee No.5 coupler, while the front of the loco is fitted with a sprung hook. Buffers are sprung and tracking is fine, the model negotiating No.4 pointwork with ease. The model is supplied in a stout foam lined card box, which also includes a driving rod spanner and a number of spare screws and components including a head light for the tender. Price: \$465.00.



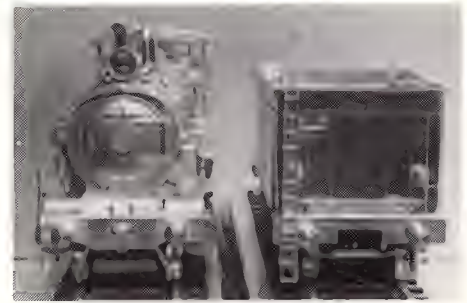
A recently released kit from Broad Gauge Bodies is the V.R. 'VF' kit priced at \$8.75. The 'VF' represented by the kit has 'BP' pattern doors. The kit is similar in style and manufacture to most other BGB box vans and is readily assembled. The kit includes decals and except for couplers and bogies all other detailing components necessary to complete a highly detailed model.



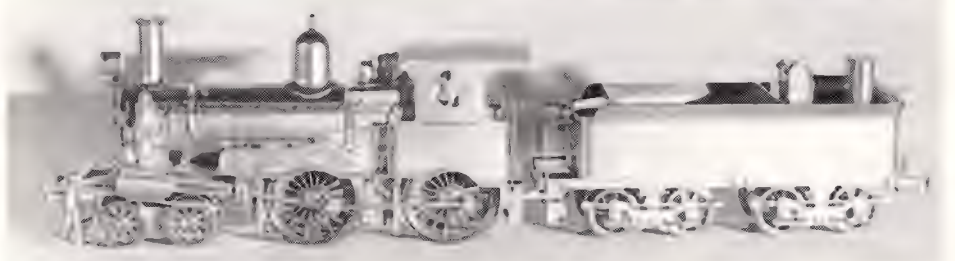
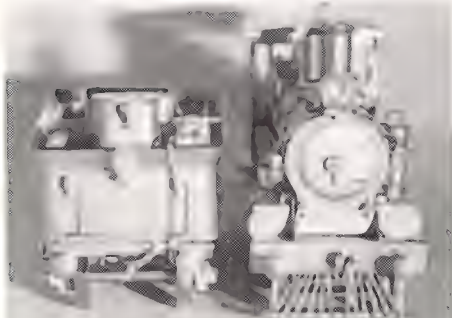
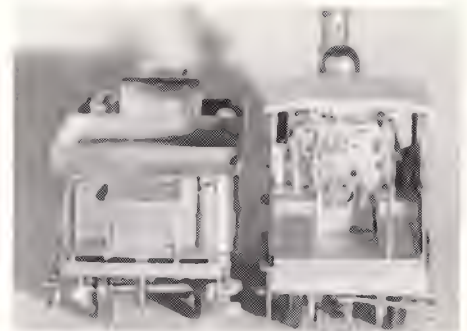
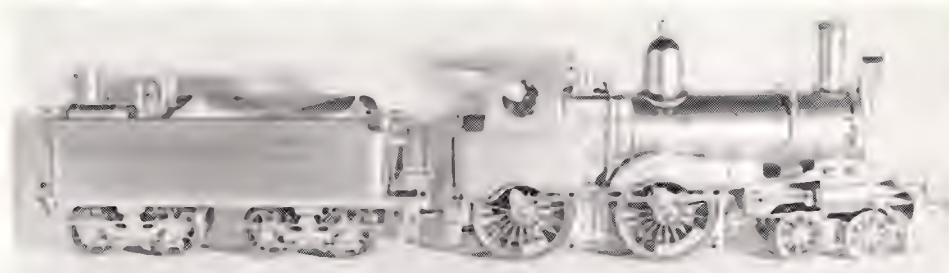
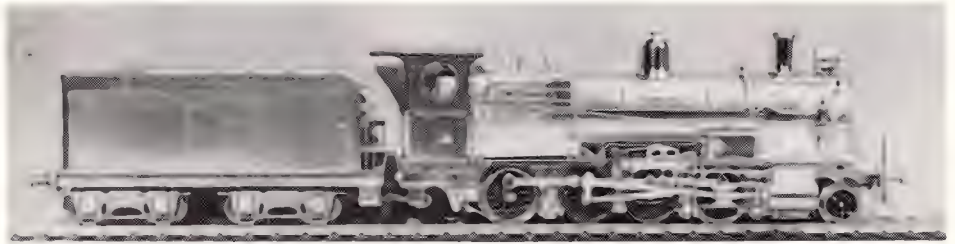
Man with a wheelbarrow, by F&G Models — \$2.79: code G26. This pack contains a green painted builder's barrow with a sand load. The man is dressed in blue coveralls and a hat. He is posed in a barrow pushing attitude, measuring 20.5mm to the top of his hat, making him 5'10" tall. Two 1.1mm spigots are provided on his feet for mounting purposes.



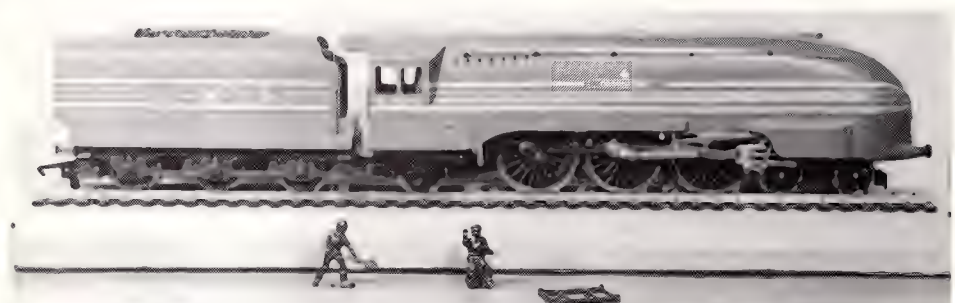
Bergs Hobbies latest offering from Kumata in Japan is a HO scale model of the NSW D55 class steam locomotive, which is supplied with a standard Wampu tender. The model has been fabricated from brass stampings, etchings and castings culminating in a fine model. The feature of the D55, being the Southern valve gear, has been finely reproduced, although the top cylinder slide gear is stationary. The tender is fitted with the correct style of bogies and other fittings include marker lamps, conduits and various levers and hatches. Fire iron racks are fitted to the tender side and the footplate has a timber grain effect. Provision is made on the tender for a Kadee No.5 coupler and mounting



screws are provided. The loco is fitted with all major detail components which includes conduits, cab roof detailing and injectors. The cab detail does not represent that of the prototype. The model is driven via the third axle, the top speed being 128 kph (80 mph) while the crawling speed is 7.7 kph (5 mph). The model can freely negotiate No.4 pointwork and has a draw bar pull of 45 gram, allowing it to haul 11 Lima passenger cars on the flat or start with 6 up a 30 to 1 grade. Included with the model was a drive rod spanner and a number of spare screws. Price: \$415.00.



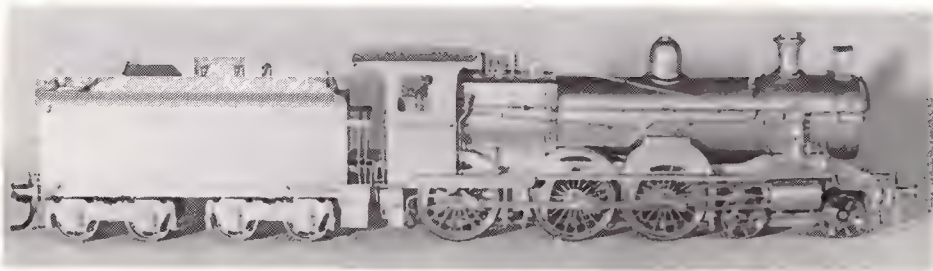
The four photographs above represent the latest brass model imported by Trax Model Products. Built by Samhongsu of Korea, the re-run of the N.S.W.R. Z12 class saw the release of the model in two styles. One style, was a repeat of that released earlier this year, being fitted with the Atlas builders plate and having a six wheel tender. The second style carried a completely new 'Dubbs' builders plate and having a Baldwin bogie tender. A superb cow catcher had been applied to the front of the locomotive while a Baldwin Z21 class tender, the type used behind Z19 class on the Oberon line, was fitted behind. The tender is very highly detailed with rivet detail and external fitting being equal in quality to the loco which was, in all other respects very similar to the first run of the Z12. The Baldwin tender was available separately but had to have the drawbar modified to allow other brass engines to be coupled.



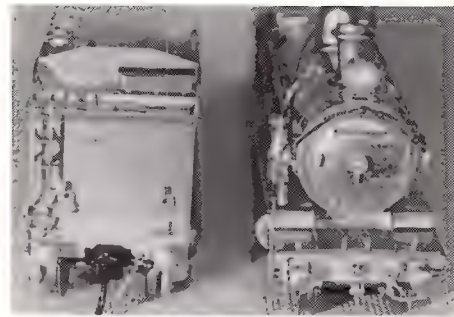
LMS 4-6-2 'Coronation' class 7P locomotive (Cat No.R685) in OO scale by Hornby Hobbies. This model was originally produced in 1973 but has undergone numerous modifications for the 1983 release. It now has a new style chassis, improved valve gear, tender drive, wheels coloured blue, handrail knobs in place of split pins and a printed nameboard. Livery is naturally Coronation blue with dull silver lining. The cab roof hatch is black. It is supplied in a well protected styrene lined box and is accompanied with a set of very specific, detailed maintenance and running instructions. A plastic crew is also supplied.

Hornby Hobbies have released a pack of OO scale Trackside accessories (Cat No.R574). Included in the pack is 3 lineside huts, loading gauge, water

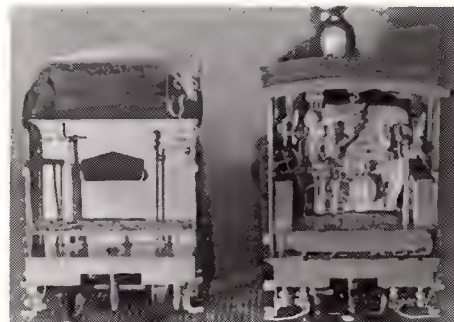
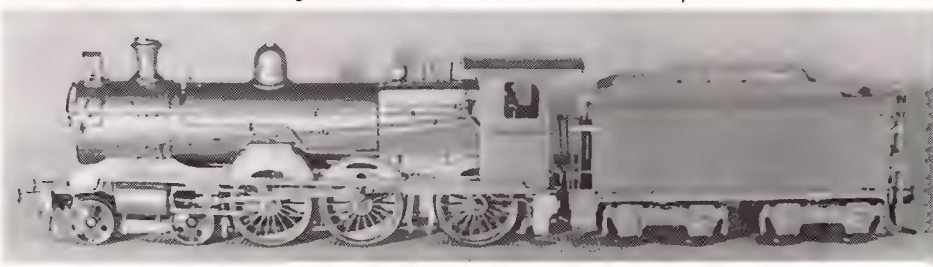
tower, telegraph poles, whistle sign, together with gradient and mile posts.



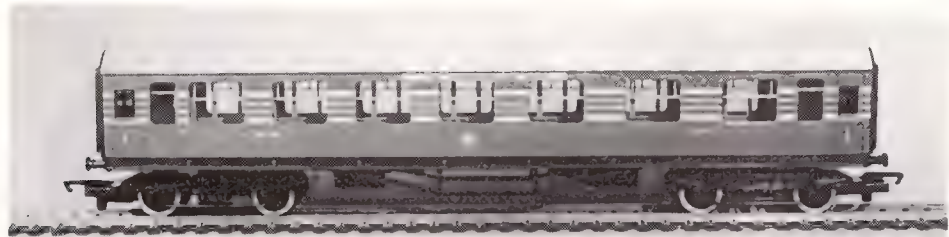
Trax Model Co have released their latest brass HO scale locomotive from Korea, made by Samhongs. The NSW C34 class has been released in two styles — original with porthole cab window and rebuilt with square cab window. The model has been fabricated from brass stampings, etchings and casting. The detail on the tender includes fire iron rack, wood grain footplate, marker lamps and conduits, builders plate on tender side, correct style bogies and sprung buffers. Provision is made for fitment of a Kadee No.5 coupler. The detail on the loco includes all major components including conduits, reversing lever, sprung buffer beam hook, injectors and full NSW style cab interior detail. Sprung buffers are fitted all round. The power is applied to the front driving axle via an enclosed gearbox while the model is fitted with very fine driving rods. A tool for removing the rods is included with the model. The top



speed of the C34 is 163 kph (102 mph), while the crawling speed is 6.7 kph (4 mph). The model freely negotiates No.4 pointwork and has a draw bar pull of 45 gram, which in real terms indicates that it will haul 11 Lima coaches on the flat and start with 7 up a 30 to 1 grade. Included with the model is a disassembly sheet and a number of spare screws which include coupler mounting screws. Price: \$465.00.



The latest in the Broad Gauge Bodies range of Billboard Cars is the SAR 'M7405' Farmers Union van. As usual the base kit is the BGB 'M' van which has been mentioned often in AMRM. The decal set in the kit supply the base for a superb model. The feature of the model is the differing signs on each side, and of course differing colours. Some care has to be taken applying the decals, but apart from that they are basic models which are very appealing. This kit, BK 38 is the first of a two car 'Farmers Union' set. Price: \$17.10.

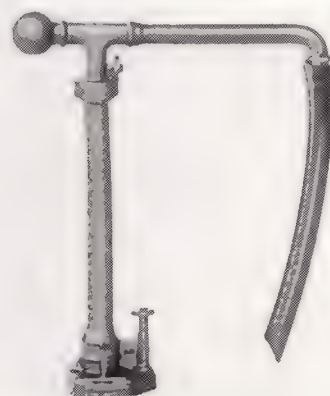


LMS 'Coronation Scot' 1st class coach in OO scale by Hornby Hobbies (Cat No.R422) has been released with the loco. In blue and silver livery the model is delightfully finished. Interior detail is included along with underfloor detail. The plastic wheels have a silver rim. Lettering application is superb.



Repa uncoupler for HO scale Marklin and Fleischmann models. The kit comprises an undertrack mounting coil and a number of plastic mouldings. The uncoupler is mounted under the track and electrically (12 — 18v) energised to lift a lever which in turn uncouples the couplers. All parts necessary to assemble the uncoupler are included in the pack including the mounting screws. The assembly instructions are in German, but an English

translation included in the pack supplies sufficient detail to adequately use the uncoupler. Retailing for \$9.95 and available from Bill Webb, Box 68 PO, Figtree 2525. A N scale version is also available.



Water crane by Scenimat. Cat No.SF25, this composition of metal and plastic retails for \$3.96. It is a single metal, pre-painted casting with a section of plastic simulating the hose. Overall height is 67mm, arm length is 50mm while the hose hangs 5mm off the ground.



LMS 'Coronation Scot' Brake 3rd class coach in OO scale by Hornby Hobbies (Cat No.R423) has also been released. This model has all the features of the 1st class car plus the frosted guards windows. Release date and price in Australia for the Hornby Hobby models has not been advised.



3801 Builder's Plate in miniature. Available from Wall Plaques International, 42 McMillan Street, Yagoona 2199. Price: \$6.95.

Collectors of NSW Railway memorabilia should be impressed with this miniature builder's plate of 3801. The metal plate is 50mm x 74mm in size and is mounted on a polished trophy type of wooden base 142mm tall.

The plate is available in either polished bronze or chrome, and clearly displays the words 'The Clyde Engineering Co. Ltd, Granville & Sydney, 1943, 3801.'

Presentation of the plate is further enhanced in that it is available in a number of infill colours, and the stand also available in a number of coloured and woodgrained finishes.

This plate would make an excellent trophy at model railway competitions (N.S.W. of course), or an ideal birthday present for the railway buff that has everything. The range is always being added to with similar types of plates.

Allan Brown.

V.R. 'UB' van kit in HO scale by Broad Gauge Models, Box 136 PO, Boronia 3155. Price: \$10.90.

The issue of the 'UB' kit appears as a progression from the 'U' van and the purchase of these kits would enable the modeller to produce up to five variations of this box car as seen on the V.R.

As was stated in the review of the 'U' van kit the model is excellent for its scale reproduction the parts being free from all casting deficiencies and as a bonus comes with a spare roof — an extra for the spares box.

I have some criticism of the presentation of the kit and these are in the area of the instructions.

1. The photograph on the sheet is not that of the model.
2. Some instructions refer to the drawings and they are not shown on the diagrams.
3. The instructions on assembling the bogies are not required: they come fully assembled.

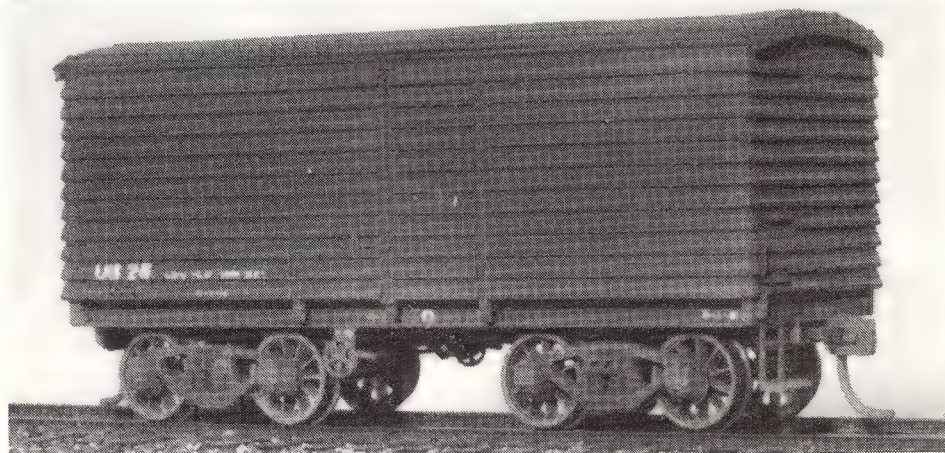
Putting the kit together was not difficult. I did not cut the solebars up as was suggested in the instructions, instead I used Plastruct and kept the solebars to use on a three axle model. I too had trouble with the roof but following instructions I filed away and got it to fit.

Summing up, an excellent model as are it's predecessors from this stable and for the price, in my opinion very reasonable, especially in the light of current trends with local kits. A kit good enough to make a NSW modeller into an East Coast fan, and I look forward with interest to the next item BGM will produce.

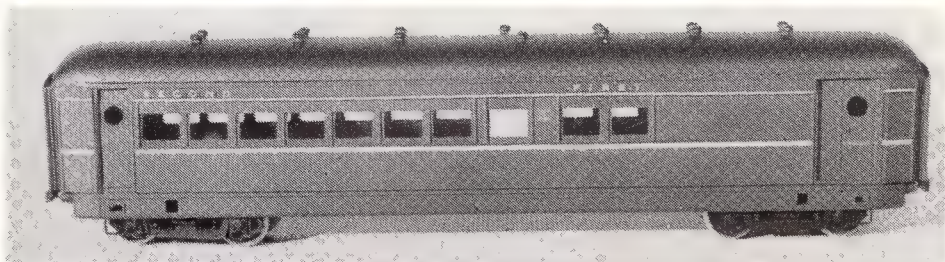
Ted Charlton.

NSWR '500' class railmotor trailer by Main West Models. Available from Casula Hobbies, 245 Northumberland Street, Liverpool. 2170. Price: \$22.50.

This kit, the patterns of which were made by Stephen Johnson Models, is designed as a trailer for the SJM 400 class railmotor, which was released last October and reviewed in the December 1983 issue. There were 8 trailers built for attaching behind the 400 class, the numbers being 501 — 508. The actual



Broad Gauge Models VR 'UB' kit — slightly modified.



NSWR '500' class trailer by Stephen Johnson Models/Main West Models.

appearance and usage of each car differed greatly, according to its designated work area. 501 and 504 were coded 'CT', 502 coded 'HCT' and 505 — 508 coded 'FT'. Some cars were fitted for passengers and some for passenger/goods mixture. The kit portrays the style with $\frac{1}{4}$ for passenger use, the remainder for goods/parcels.

The kit comprises grey epoxy castings, glass being cast into the sides for the windows. The kit includes all components necessary to complete a fine scale model including a formed roof (complete with cast-on torpedo ventilators), bogies and attachment screws. The standard of detail and patternwork is very good and is equal to the best on the market today.

The sides needed straightening a shade and were accomplished with hot water. The film on the window glass was a shade too thick for easy removal. All components fitted together well, with only a little filing being required on the end of the roof. The highly descriptive and illustrated instructions were a very good guide for assembly except for painting where a leaflet released by SJM/MWM and only available at Casula Hobbies had to be consulted for adequate painting/lettering details. This leaflet should accompany all kits.

In summary a very fine model. The standard of which will reflect the time and effort applied by the modeller.

Es Davies and Bob Gallagher.

The HUB Car set in HO scale by Rails North Models. Available from Casula Hobbies, 245 Northumberland St., Liverpool. 2170. Price in text.

The HUB car set is the set of air conditioned passenger cars that have plied between Sydney and Newcastle as the Newcastle Flyer since the late 1940s. AMRM featured this set of cars in issues 107, 110 and 113 and modellers should refer to these for specific details.

The set is marketed as a five car set retailing at \$112.50, a seven car set retailing at \$149.50. Some individual cars are available, retailing at \$20.00 per car. The five car set includes cars HFH, FH, RBH, BH and PFH, while the seven car set includes cars HFH, FH, RBH, RFH, PFH and two BH cars, making up Set 116. The individual cars available include RH, FH, RFH and RBH.

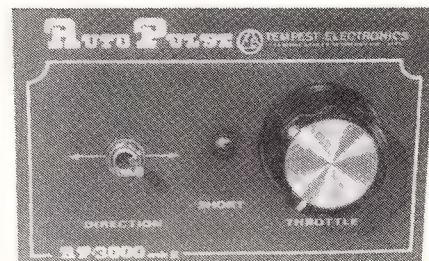
The set includes sufficient components to build a very finely detailed set of cars — not included are bogies and couplers. All components are grey epoxy castings, the sides being fitted with cast in window glass, with the grab iron holes pre-marked. The detail and master patternwork can only be considered as superb. The roofs are castings,

formed to the correct shape and complete with ventilators and hatch, whilst the floors have all underfloor detail cast in place. The end sections include the profile for the roof end and the accurate fitting of this to the sides is the important aspect of these cars.

While some components were bent, they straightened readily. Assembly of the cars is very straightforward, and very little filling is necessary to complete the car. They are designed to accept either PMH or Bergs Hobbies 2AN bogies. As the HUB cars are heavy there is a need for the models to have very good running capabilities if they are to be pulled by a steam loco. Either the PMH bogies have to be modified with high quality free rolling wheelsets or the cars modified to accept the Berg's bogies. The additional expense will be justified in the long term.

The set includes a set of assembly instructions that are quite ample for the task, and information on painting the inside as well as the outside is included. (No there is no reference to the new candy stripe livery.) A lot of thought and planning has gone into the production of this set, and the end user is the one to benefit. There is a lot of work in the set and the models will reflect the work put into them, but they are quite easy to assemble and will look great behind a C38.

Bob Gallagher.



AP 3000 Mk II Auto Pulse controller by Tempest Electronics, 33 Borg Street, Scoresby 3179. Price: \$29.95.

This controller is a re-release of the Tempest AP 3000 controller that has been on the market for a few years. It is a simple, inexpensive electronic controller designed to be worked on an AC voltage of between 12 and 20 volts. The basis of the controller is the usual 2N3055 but the additional working components include an IC (Integrated Circuit) which encompasses the latest technology into the product.

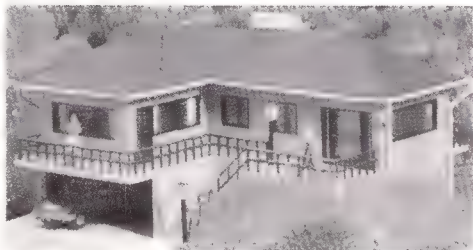
The 107mm x 70mm face plate is photoetched and has to be mounted into the control panel. A mounting template is supplied on section of the 2 year warranty sheet.

Connected to 18 volts AC the controller proved to have excellent control over 90% of the control knob. The locomotive response to the controller is very good, a number a different popular brands being tested. All models responded by 10% of the controller turn and then continued to gain speed for at least 80% of the remaining knob turn. The controller appeared to dampen the top speed of the models, although it made no real effect to the crawling speed.

A problem observed with all models was the noise factor. The moment the control knob was turned, and the centre off direction switch switched forward or reverse the motor of the model began to make a noise similar to a diesel motor accelerating. This noise seemed to become less noticeable as the speed of the model increased.

This controller is aimed at the bottom end of the market, but is quite an acceptable controller for more serious modellers.

Bob Gallagher.



Bungalow by Heljan. Distributed in Australia by Marklin Distributors, Box 1648 GPO Sydney 2001.

Heljan have released a number of modern structures that readily represent the Australian scene. The parts are all precoloured preformed mouldings that are marked for easy identification and assembly. Overall assembly is very easy, aided by chamfered edges and locating bars.

The only part difficult to add onto the model is the railing around the balcony. Components supplied with the kit included some ground base and ground cover, to finish off the model and blend it into the surrounding scenery. The use of these kits will help to liven up any layout.

Bob Gallagher.

Paints for Australian models by Craftsmen Models, 29 Ottford Rd., Helensburg. 2508.

The most important aspect of any model is the final finish. No matter how good the model is in it's raw material finish, if the paint job is not good, the model will not be good. Up to now, if an Australian modeller wished to paint a model he has had to blend a number of different colours together to obtain the correct colour finish. Most modellers have accepted this, despite the fact that many of the paints available did not go onto the model freely, or for that matter stay on.

If a modeller has sufficient knowledge and access to the correct equipment, he can use the high quality auto lacquers that are available today; but unfortunately very few have access to this medium. Craftsmen Models has released a paint, known as a spraying enamel, in a number of colours, especially blended for the local scene. The quality of these colours can not be challenged — they have been blended to authentic paint chips from the 12" to the foot models and they look very good, being full in colour.

As indicated the paints are enamel and are only sprayable. Generally the local modelling scene has not widely used gloss finish paints, even though a gloss finish paint is the only recommended surface that decals should be applied to. There would thus appear to be two problems with this paint — spray only and a gloss finish (with in this case a slow drying period).

Personal prejudices aside, the only way to obtain a good lasting finish on a model is to prepare it properly and then spray the correct layers of paint that bond onto the model. Gloss finishes can be disguised with a clear lacquer, which will also be a final barrier to protect the model and the decals from those prying fingers. A slow drying period is an aspect that in this case cannot be avoided, so it must be accepted as part of the procedure when evaluating the product.

As these paints are new on the market, AMRM decided to give them a very severe testing, one in

fact that very few other paints have been subjected to under local conditions. A number of individuals took part in the tests, some experienced model painters and others average bumbleres.

The paint is supplied in a 30ml glass bottle, the neck of which is acceptable to the Badger spray gun. The 30ml of paint is priced at \$2.25 per bottle, but as it must be thinned by at least 100%, the price is ultimately for 60ml paint. The correct thinner is available at \$3.95 for a 250ml can. A good way of saving money when painting is to only use the expensive thinner to thin the paint, and use common auto spraying thinner for cleaning equipment, as soon as the painting has been done. Available from hobbyshops selling it are leaflets which give some hints and suggestions for using the paint.

Tests included straight painting (in all instances spray painting) onto brass, steel and a variety of material and also some of the SAA paint tests.

The recommendation of the manufacturer is to thin the paint 50/50 or so that its constituency is equal to milk. There are no recommended spraying pressures from the manufacturer. All paints tested are lead free paints, the colour availability including Indian Red, Tuscan red, Passenger Roof Brown (known as Navy Dressing), Pastoral Green (for all 1930/40 C32/35/36s), Larch Green (for 40 class), PTC Wagon Blue, Russet and Royal Blue. All colours are for the NSW rail system but there are plans for some VR colours. The range is constantly being increased, and as mentioned previously, the colours are very good.

The tests were in some instances very surprising especially with the plastics. Normally enamels do not effect plastic, so there should not be a need to treat the plastic model with a barrier. Unfortunately the enamel thinners did affect some plastics, even if only in a mild form. Camco 'HGM' and 'CW' crazed while their 'S' wagon was clear of crazing. The floor of the Lima crazed easily but the roof resisted any reaction. As recommended by the manufacturer, tests should be made on the plastic model (or a scrap of similar plastic before painting). The drying time of the paint on the plastics averaged around 20 minutes.

With the metals, the paint was applied to the bare metal (i.e. no cleaning at all) and also over an etch base (Craftsmen Models grey self etch). There is no doubt that the enamel adhered to the etch base better than any other method, although the tests on the unetched surfaces gave some very good results. The SAA tests, where a specified layer of paint was applied to a surface, left to dry and then scribed at various spacings showed that the paint had very little tendency to lift, even when the cuts were 1mm apart.

One test where a 0.05mm layer of paint was applied to a 0.45mm thick section of unprepared brass, was very successful. Despite the brass being bent back and forward, the paint surface did not crack. It took a very sharp knife edge applied very heavily to remove the paint from this surface — and who treat their models like this. The only problem with this test, was that the paint was still damp to touch 2 hours after spraying.

The finish of the paint appeared to be dependant upon the pressure used. The 210 — 280 kpa (30 — 40 psi) range proved to be necessary, with the best results being round the top of the range, where a smooth finish was obtained. Modellers used to the lower pressures (10 — 20 psi) of say Floquil or scalecoat will need to take this difference into consideration. The enamel did show up detail grooves and modelling errors (scratches) very easily.

Spray guns utilised in the tests included Badger, Pasche and professional spray guns. It is acknowledged that not all the participants (in the tests) were happy with all the results all of the time. One problem appeared to be the lack of information supplied by the manufacturer. Essentially painting is

a chemical reaction, and very specific application details should be available as a guide to proper use.

There is no doubt that most participants were happy with the finish, in both colour and surface, when the paint did go on correctly. Basically the product is very good but modellers will have to make allowances as they learn to use it properly, for in no way is it similar to anything on the market. One contentious point is the drying time. Care will have to be taken to ensure that the model does not pickup airborne fluff or rubbish while drying, or for that matter be touched by impatient fingers.

The bottom line is quite simple — if you want a very good, correct colour finish to your models, this product can fulfill your needs, but you will have to learn to use it correctly.

Bob Gallagher and Allan Brown.

Railcraft HON3 pregauged Code 55 points. Available from St George Hobbies, 504 Rocky Point Road, Sans Souci. 2219. Price: \$18.35.

Railcraft Code 55 flextrack and weathered rail has been available in Australia for some time and at long last HON3 modellers can purchase a ready made, pregauged, code 55 point 'off the shelf'. Until now the only pointwork available in this gauge was that offered by Shinohara in code 70.

Railcraft is now offering number 5 and 6 points in either right or left hand configuration. Each point is constructed of unweathered, nickel silver, code 55 rail, soldered to four printed circuit board sleepers, one of which is attached to the switchblocks and acts as the throwbar. The sleepers have been 'gapped' at the appropriate locations to overcome the short circuits that occur when constructing a point in this fashion.

These points differ from normal commercial points in that the switchblocks, lead rails and wing rails are single pieces of rail i.e. the switchblocks are not hinged off the end of the normally fixed lead rail. This system follows prototype practice and obviously makes for more reliable operation with less moving parts.

Railcraft's HON3 turnout ties are the same thickness as the printed circuit sleepers, so installation on a layout should not pose any problems.

One very interesting aspect of the points is the introduction of a No.5 point and not the usual No.4. Intending buyers should consider the No.5s as they are more versatile than the usual No.4 and No.6s, i.e. they require less room than a No.6, while retaining its smooth operation, and look better than the sharpish No.4s.

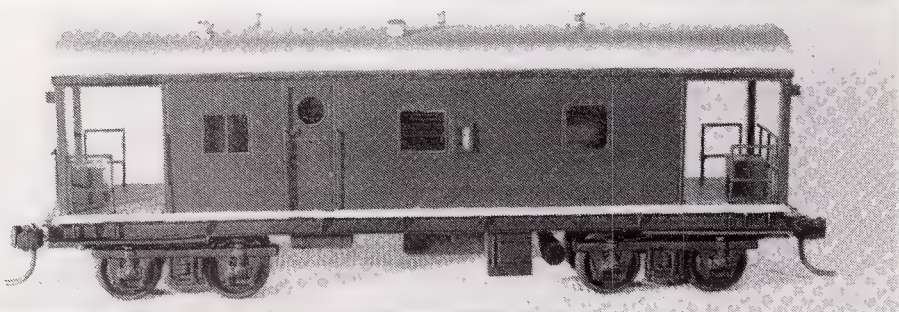
The introduction of these points into the Australian market should help more modellers get into the narrow gauge scene.

Graham Middlemiss.

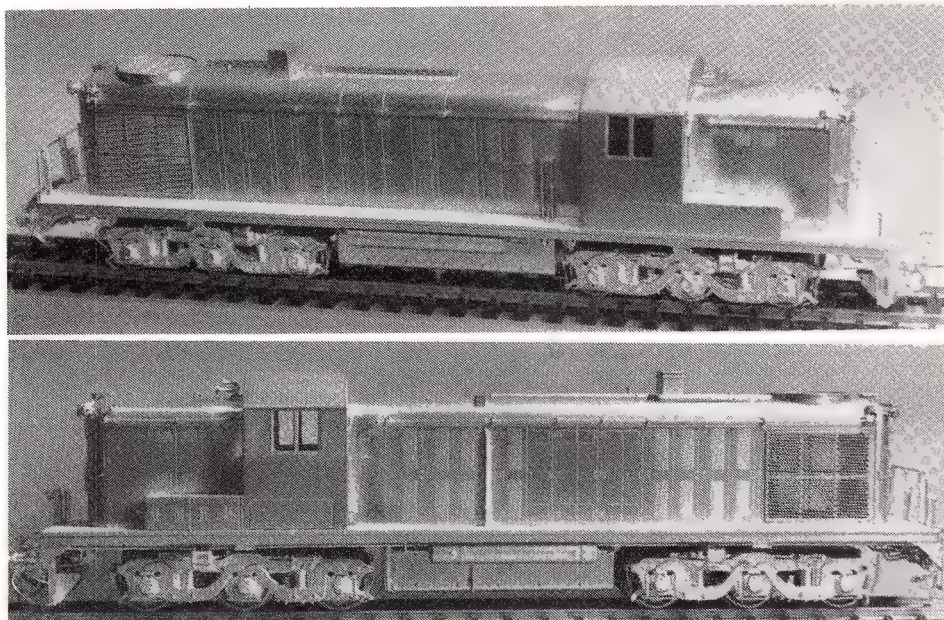
Main West Models JHG guards van kit, in HO scale. Available from Casula Hobbies, 245 Northumberland St., Liverpool. 2170. Price: \$19.95.

The JHG (now NVJA) is a steel underframe, plywood bodied guards van. There were 100 of them built, numbered 34001-34100. All were constructed at Clyde Workshops. They differ from other mainline vans in that they have open verandahs at each end, with a central guards/goods section. Van 34001 was originally built with a roller door at one end. All other vans have sliding doors. They are painted Indian Red, relieved with yellow lining. The roof is silver and undergear black. They are fitted with either ATA or 2SA bogies.

This kit has been designed and patterned by both Main West Models and Stephen Johnson Models. The components are what we are used to, in that they comprise the usual epoxy parts (sides, ends, roof sections, etc.), brass wire for handrails and verandah rails, plus a set of whitmetal bogies (less wheels and axles). The epoxy castings are nice and clean. Windows are glazed and have to have their epoxy skin removed as with similar types of



NSWR 'JHG' by Main West Models.



NSWR 40 Class by Mansfield.

kits. The one-piece floor section has all relevant detail cast on. The verandah floors feature simulated timbers.

Assembly of the kit is straightforward, using Superglue for tacking, followed by Araldite for filleting. A handy little jig (of epoxy) is supplied for soldering the verandah rail sections. I found this part a breeze, and I hate soldering! Each verandah roof section is convex and has the roof boards prototypically shown on them. The main central roof section has the ventilators cast on. The two page instruction sheet has been well thought out and contains diagrams showing relative positions of parts to each other.

Whilst the white metal bogies make up quite well, I preferred to use the PMH/Prototype 2AT plastic bogies, intending later to fit Casula bearings and wheelsets (when the new reaming tool is released). This was purely a preferential thing and has no bearing on the quality of the bogies supplied.

I enjoyed making this model. There were no particular areas that gave problems — actually I was surprised just how simple the whole thing was. It has obviously been well thought out. All in all, it is a good quality kit that makes up into a fine model.

Allan Brown

Brass NSWGR 40 class diesel electric locomotive in HO scale. Manufactured by Samhongsu of Korea for Mansfield Hobbies. Price: \$295.00

On 30 November 1951 the first two of an order of 20 mainline diesel electric locomotives took to the NSW rails, thereby beginning the ultimate demise of steam power. Designated the 40 class, the 20 units (4001-4020) were built by the American Locomotive Company of Schenectady, New York, although assembly was undertaken by the Montreal Locomotive Works of Canada.

The locos were based on the popular Alco RSC-3 road switcher design. Two six-wheel, outside compensated bogies were provided, the middle axle of each bogie being an idler, thus giving an A1A-A1A axle notation. The locomotives could operate in multiple with each other but not with other diesels. The cab sides were sloped in to suit the NSW loading gauge.

They were painted Larch green, relieved with cream lining. In 1954 units 4001 and 4002 were painted Royal Blue and cream for Royal Train working.

In the early 1960s the locos were modified by way of raising the multiple unit receptacles, removal of the B end buffers and fitting of a buffing plate, turning of the exhaust stack, plus inclusion of a turbo-charger pipe on the long hood. The vertical louvred panels on the long hood were removed and the engine compartment doors had their louvres covered in some respects. Please refer to the Data Sheet for variation. Marker lights, too, were changed and a handrail installed at the B end of the loco. The locos were eventually painted in Indian Red and cream.

The model now produced is of the amended 40 class. It cannot be back-dated. It can be painted red or green but doubt has arisen as to whether it can be done blue. It is made of etched brass with various coined and lost wax castings. The air intake grilles,

roof fan grille and the exhaust stack grille are all made of etched nickel silver. The items of lost wax castings are both buffer beams (and pilot in the case of the A end unit), five chime air horns, multiple unit receptacles, ladders, brake wheel on nose of A end, corner grab posts, air hoses, buffers/buffing plate, marker lamps, plus windscreen wipers (correctly located). The roof fan rotates. The drop-frame bogies are well executed and include most detail, including sand pipes. As usual, the buffers are sprung.

The mechanism is again the established centrally located 18mm flat Canon can motor, driving via flywheels at each end, through universals to gear towers in each bogie unit. All six axles are driven (actually, this is the only non prototypical thing about this model). Regrettably, the gearboxes have not been blackened. All told, the model weighs 600 grams.

The front of the model accepts a Kadee five coupler box relatively easily. The B end is somewhat harder. I filed the coupler recess out a bit more, then thinned the Kadee No.5 box down somewhat until I got it to fit.

The model was tested and found to be exceptional in many aspects. It has a top speed of 114 kph (71 mph) and a steady low speed of 0.7 kph (0.45 mph). Its drawbar pull was 150 gram which allowed it to pull 16 Lima cars on the flat and up a 1 in 30 grade. (Unfortunately there were only 16 Lima cars available for the test). The model freely negotiated No.4 pointwork.

This is indeed a fine model. I particularly like the simulated air lines leading to the air hoses at each end of the unit. It scales out well, looks well and pulls a lot. Painting it should present no real problems as it disassembles very easily (a set of lining transfers is included). It is equal in standard to the 45 and 80 class diesel loco models already produced by Samhongsu. Like the prototype, it fits well into a layout depicting the late steam, early diesel era. To many, it is the most popular of all NSW diesels. Once again, a top model resulting from thorough researching.

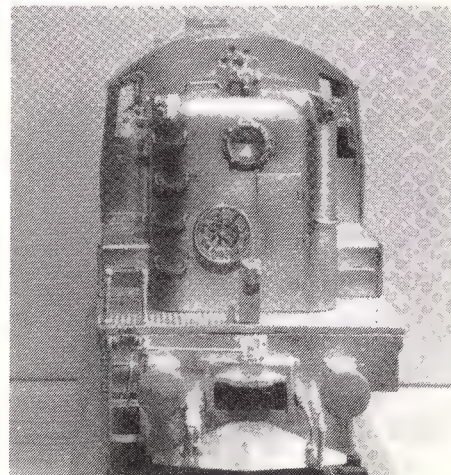
Allan Brown

Years of Change, an album of NSW Railways in Transition. Published by New South Wales Transport Museum, 27/15a Belmore Street, Burwood, NSW. Price: \$7.50 (\$8.60 posted).

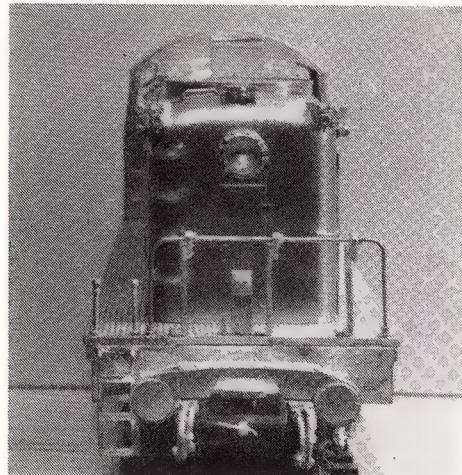
This 64 page book, which consists largely of colour photos from past Museum calendars, portrays a railway of 25 years ago, before the advent of major diesel motive power.

There are 60 colour shots reprinted to their original calendar size (260mm x 170mm), although some originally featured vertically (cover shots, back shots, etc.). These have been suitably cropped to maintain uniformity throughout this book.

Collectors of the calendars will recognise many of the photos (which have been reproduced to their original excellent standard), but a few extras have been thrown in for good measure. Of note is the photo of CPH35 in original Tuscan and Russet, an excellent colour reference for modellers and a shot of the 46 class in original livery being unloaded at the wharves.



40 Class — No.1 end.



40 Class — No.2 end.

By and large we have seen most of the photographs before but their compilation now into book form, make them a handy source of modelling reference, and for this alone, the book is worth purchasing.

Allan Brown

VICRAIL 'SFX' Bogie Flat Wagon

Continued from Page 40

derailment and possibly, as a result, puncturing one of the containers. Recently in America, a tank car fitted with these 'double shelf' couplers ran for 96 miles on ONE bogie. Apparently the other bogie derailed and separated from the car and the coupler supported the tank for the journey. With the coupler preventing vehicle separation, the brake pipe hoses could not be parted, initiating a train brake application and stopping the train.

Upon conversion, each wagon was stencilled 'LP GAS TRAFFIC ONLY' but the stencil was painted out before the vehicles entered regular service. QGF 1 has a ratchet handbrake (group 26-50 of the SFX class) and QGF 2-8 have Miner handbrakes (SFX group 51-12).

From April 1979 the QGF class were recoded to VQEY.

It is interesting to note that the new wagons VFNX 001-050 and VFTY 001-030 are built on frames which are similar in dimensions to the SFX underframe.

Thanks to VicRail for providing some information. ■

(Written June 1980. Wagon changes after this date not covered.)

TRY AN OIL TANK

By Max Chaseling

Because it was known I was interested in 'toy trains', I was recently given the frame and wheels from a Lima four wheel wagon. This was too much of a challenge to pass up.

On checking through AMRM I found that it would suit the four wheel oil tanker in the September 1980 issue, except for overall length.

The British style brake gear was removed by knife, chisel and file, and likewise the buffers were removed carefully with a razor saw and saved for future use. 10.5mm spoked wheels of local manufacture were substituted using the Lima axles to avoid the problem of shortening the local axles.

Buffer beams were fabricated from plasticard to the AMRM plan and glued to each end of the frame with consideration for Kadee couplers. Two frame rails 6" x 6" HO Evergreen styrene were glued on top of the chassis between the buffer beams to clear the wheels. A strip of sheet lead was glued between these rails using contact adhesive.

Tank saddles, fabricated from plasticard, were then glued in position on the chassis. These were made in parallel with the tank to ensure a correct fit.

The tank is made by turning down PVC conduit fitted with plasticard ends. Chloroform used in an open air space is a suitable solvent glue. To achieve the correct diameter on the drawing is difficult as the residual wall thickness is fragile so my second try was 1.5mm oversize.

The dome was turned from styrene sprue and filed to fit the tank. Save all your ball point pens, they are a cheap source of styrene rod and tube, particularly for tanks and domes.

The tank was held in place with rubber bands and glued with Super Glue after alignment.

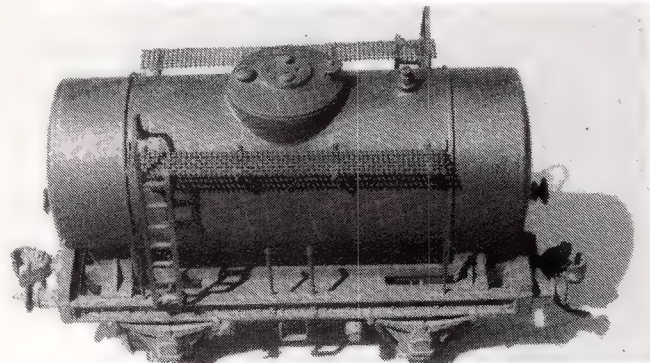
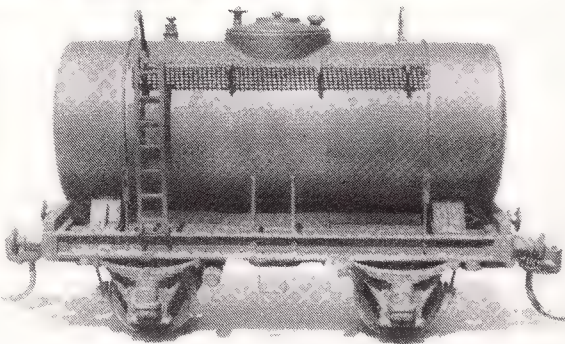
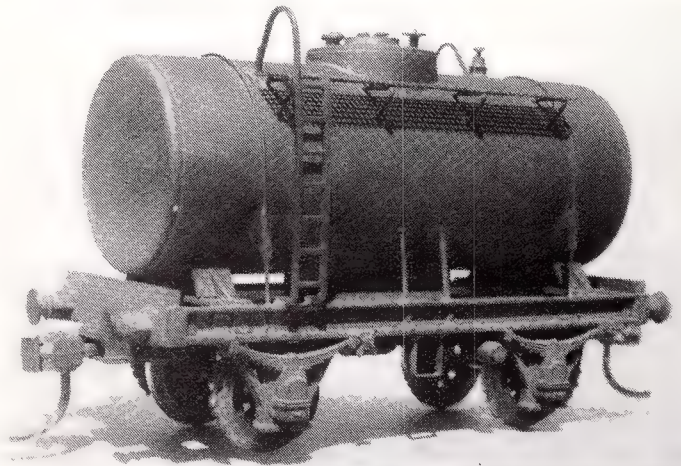
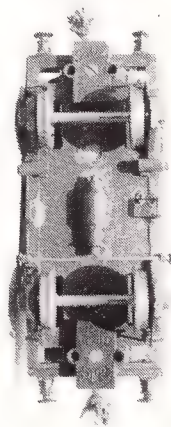
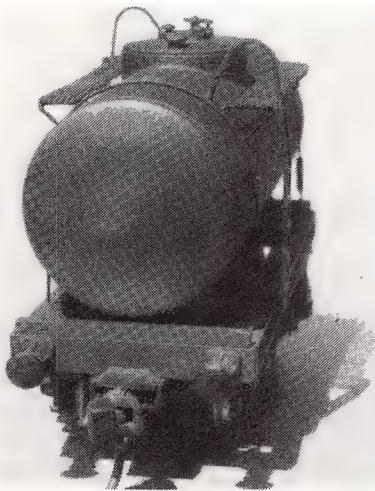
Nickel silver wire was bent to suit catwalk

supports and sprung to fit holes drilled in the tank. After alignment, a drop of Super Glue fixed them. The catwalk is cut from brass 'oil gauze' similarly fixed. Brass ladder stock was cut, bent and fitted in similar fashion.

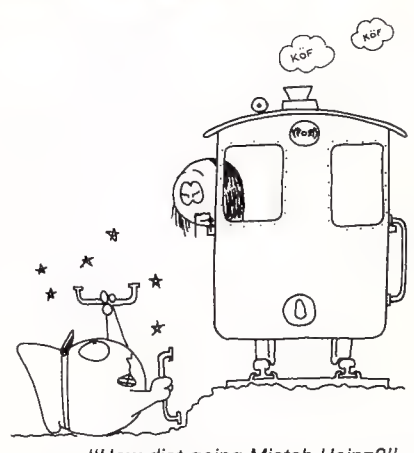
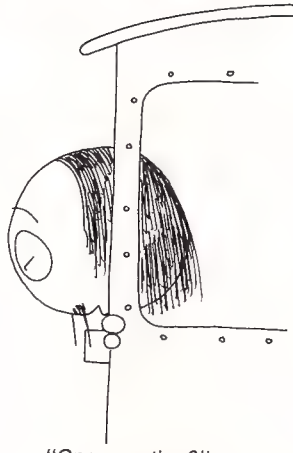
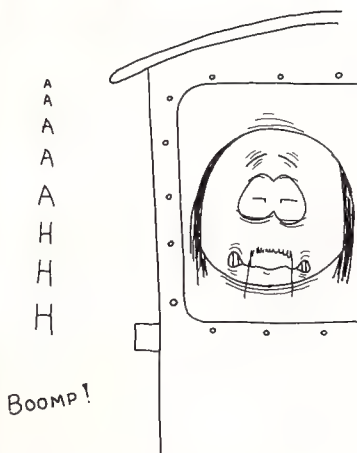
The tank straps are nickel silver wire with turnbuckles fashioned from shim copper. Other fittings are made from the usual bric-a-brac. The brake shoes are from a Ratio bogie kit and the brake handles were made with a cross of Slater's Microstrip glued to a boss of kit sprue.

Painting is a problem, particularly if the original silver tank is required. The tank and fittings were sprayed silver then masked for the black number patches each end and main frame. After fixing decals the completed car was sprayed heavily with a faded dirty grey in a predominantly downward direction to simulate extensive fallout.

The project was not difficult nor lengthy but proved to be most enjoyable. ■



THE GOOSE BUM LINE by Stein



An objective here at AMRM is to try and please as many people as possible, whilst striving to cover as many different prototypes, scales and topics as possible. However we are aware that there are quite a few readers who appear to gain maximum benefit from AMRM by seeking out the mistakes. Last issue we decided to make the task of these readers easier and put the 'error' on the front cover, trusting that once this had been discovered the remainder of the magazine may have been read at leisure.

If you have followed and believed the preceeding paragraph there will be no need to apologise for having the wrong issue number on the front cover of last issue. For those of you who did write, call or mention it (there cannot be too many who didn't) we regret the error of calling it Issue 118 instead of 124. How did it happen? Well like all organisations we will claim that it was a COMPUTER operator error.

Mailbag

AMRM MAILBAG is the section where readers may express their view or opinion on almost any subject. Almost all letters sent in are published and generally the Editor does not edit/censor these letters in any form, so they appear as they are received. Occasionally a letter that cannot be printed comes to hand. Generally these letters, and they are few and far between, contain a passage that is either defamatory or considered defamatory — thus the letter is ignored.

Recently however we have received quite a few letters for Mailbag which have been extremely impolite and in many instances quite rude. In almost every instance the writer has had a legitimate point to raise, but the comments aimed at either/both the author or AMRM staff are unacceptable for this publication.

The regrettable aspect of this matter is that the letter writer can make a fine contribution to the model railway/ railway enthusiast hobby, and we want to encourage this contribution — so when next you write to AMRM and have a desire to vent your full feeling at any individual . . . think for a second, you may be just helping pollute our atmosphere by supplying us with fodder for the incinerator.



McCauley's Furniture Warehouse kit in HO scale by Design Workshop.

Last Issue

We thank all the readers who expressed their appreciation for the last issue — these comments are as welcome as the comments which correct any errors. The decision to tackle the production of the 48 class article was optimistic, but we feel, well worth the effort. We have since received a colour photo of 4842, complete with its elephant trunk exhaust. Our current plan is to produce part two of the DL531 story in the August issue and include any further details of the 48s in the same issue — so if you have any further contributions to add to the article, send them in now.

Price Increase

The cover price of AMRM increased to \$2.20 a copy. The cost of producing the magazine, despite not paying wages, continues to increase. The cost of subscriptions also increases as from 1.4.84.

Indexes

At last we are able to proudly announce that the index for Volume 10 is now available. Copies are available free of charge — all that is needed to obtain a copy is a Stamped Self Addressed 230mm x 100mm envelope. Other indexes back to Volume 7 are still available.

The delay in producing the index promptly, is caused by a number of problems, but we hope to overcome this when the index of all AMRMs is put onto the computer. Unfortunately this is not scheduled until at least mid 1984, and currently our programming schedule is running a few months late.

Subscriptions and Subscribers

As mentioned the price of subscriptions has risen not only due to the magazine price rise but also due to the rise in postage rate. Subscriptions are only sold on the basis that they are dispatched by Australia Post on their Registered Publications bulk rate.

As subscriptions expire, all subscribers are sent a renewal card. The labels for these cards are processed via the same system that processed the mailing labels, and with few exceptions individual names cannot be 'dropped' off the list. As we are aware of some renewal cards going astray, we have commenced sending a second notice a week or so before the expiry deadline. While the response to this second notice is financially viable we will continue to offer it as a service.

We are having a few problems with some subscribers, who when advising of a change of address do not print their name clearly and do not give any indication as to their previous address. In the past we have tried to decipher the name, find it in the system and change the necessary details. Unfortunately this method has seen the address of other subscribers being changed, and naturally, a few annoyed subscribers. For the future, if an address change comes to hand without clear details of name, initials plus old and new address, the details will not be changed.

The easiest way of ensuring your correct identity is by quoting you subscriber number, the seven figure number found on the top line of the magazine mailing label. The other code which may be of interest is the 'S' number, found on the top left hand side of the mailing label. The number following designates the issue with which the subscription expires. S001 expires with the February issue, S002 with the April issue and so on.

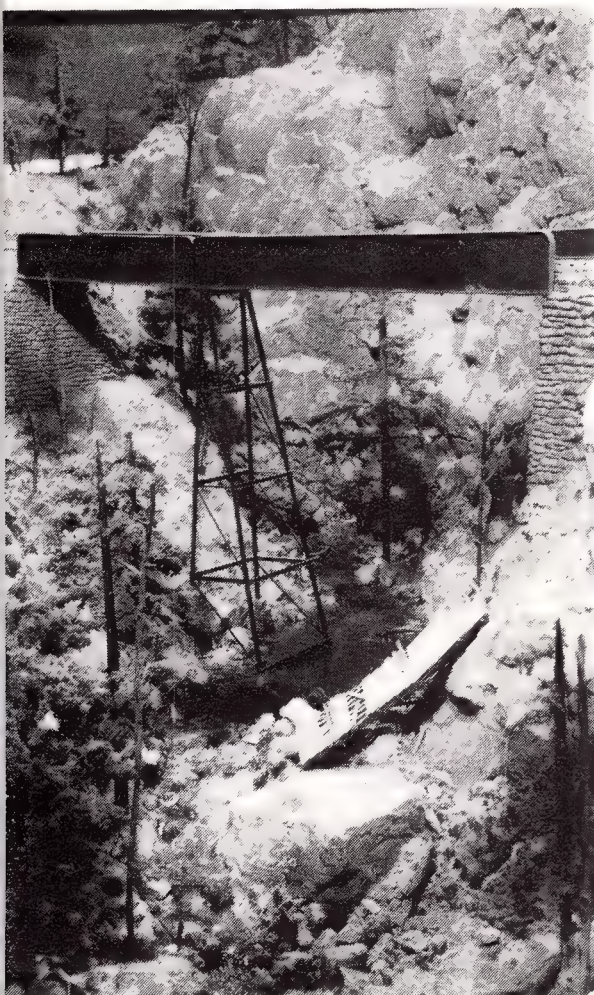
A.M.C. Newsletter

Issue 138, December 1983 of AMC's Model Railway Newsletter was the last issue to be

Prospect Progress

The meeting place on Saturday arvo, Australia Day weekend is The Jam Factory, when the boys of the Prospect Model Railway Club hold their Open Day. While the object of the club may be to show the locals and fellow hobbyists what they have been up to, there were many well known faces gathered in the corners chatting. The accompanying photos show a little of the progress being made on the scenic side of their very large layout. From the numbers in attendance it is obvious both modellers and the general public are interested in the Progress at Prospect.

Bob Gallagher.



published. MRN has been the house journal of Australian Model Craft, and has produced some very interesting and informative modelling and prototype articles over many years. With the cessation of Newsletter — this publication will be missed — Thanks Bill (Gardner)!

A.M.R.A. Journal

No doubt many readers are aware of the other large circulation model railway magazine in Australia, JOURNAL, the house magazine of the Australian Model Railway Association which is circulated to the 600 plus AMRA members. Rex Little has been the editor for many years. Journal, like most other association magazines, has had its ups and downs as members have lost and gained interest in its existence.

Well recently Journal has seen a rebirth, where it has regained its bi-monthly regularity and steadily increased its overall quality. The production of Journal has become an inhouse task of the Victorian Branch of AMRA, including the printing. Overall the team are to be congratulated for their contribution.

The driving force behind this revitalisation of Journal has been Gordon Duncan, who has applied all his energies and experience on what often becomes a thankless task. As mentioned elsewhere, Gordon passed away on 1.2.84, before the new A4 size Journal was dispatched. In its new size and style we at AMRM are aware of a serious competitor on the horizon, but we sincerely regret that Gordon will not be with us to share in the rewards of his hard work.

How do you get hold of Journal? As mentioned it is still an inhouse publication, so one has to be a member of AMRA to get a copy — membership enquiries to The Secretary AMRA, 3 Augusta Street, Strathfield. 2135.

Go West Young Man!

How many times have we heard this exhortation in the past. Although probably originating in the U.S. to enthrone pioneers to seek greener pastures or fortunes in gold, it has also been just as appropriate to this vast continent of ours to move the early settlers from the shores of the Harbour.

Although many in the Model Railway exhibition organising fraternity can no longer claim to be 'young' and are more likely to be boys at heart than 'men' the NSW Branch of the Australian Model Railway Association are heeding the cry, "Go West Young Man", this year and are heading West, hopefully to greener pastures, for THE SYDNEY EXHIBITION is going to visit the City of Liverpool.

As the centre of population of Sydney is moving further west it seems only fair to take Australia's Premier Model Railway Exhibition to those people who find the trip to the Showground in Sydney rather time consuming and costly, and the opportunity to see a major Model Railway exhibition closer to their homes will entice them to the Liverpool E.G. Whitlam Recreation Centre in Woodland Park, Memorial Drive, Liverpool.

The Centre is larger in area than the Mazda and Ford Pavilions combined, and under one roof, with good access. Dates and opening times are listed in the Exhibition list on Page 10.

Should any reader feel that they have an exhibition quality layout that would be a suitable display in the exhibition they should contact the Exhibition Chairman, 42 McMillan St., Yagoona. 2199.

Club Listing

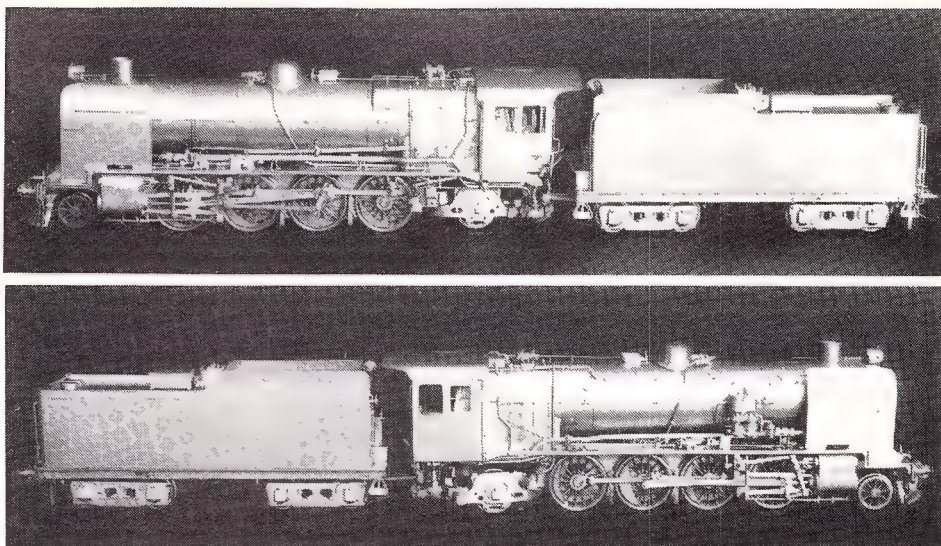
In the 1983 club listing in the December 1983 issue, the details for the Victorian Branch of AMRA may have been misleading. Their meeting nights are the second Thursday each month at 8pm, with HO layout operations the first and last Sundays of each month at 2pm.

AMRM will be presenting the club listing again, in the December 1984 issue. Members of clubs not listed are invited to write in and advise us of your club secretary's address, so that we may contact them re the listing. We do not list clubs or addresses without permission or direction.

Prototype Information

Modellers of modern NSW now have access to some very good articles and photographs courtesy of the ARHS 'Railway Digest'. The 42 class featured in the January issue and although the article did not go back in time it did give a very good illustration of the recent 42 class workings. Two of the 42 class liveries were illustrated in colour. The February issue has colour pics of the XPT and 42101 (the latter in candy colours).

VR and ANR modellers are not so lucky, for although Newsrail is printing some superb



The pilot model of the VR 'X' class being built for Broad Gauge Models by Samhonsa of Korea.

photographs of the V/Line and ANR liveries, including the new (?) 'A' (ex B) class, none of the photographs are in colour.

For NSW steam era fans there are some superb articles on the Byways of Steam by R.K. Booth being published in the RTM's Roundhouse. These articles not only illustrate steam at its best but also give the modeller an insight to steam scene detailing and are well worth reading.

New Address

Over the last twelve months we at AMRM have posted/received about 15,000 articles nearly all by 'Australia Post'. As a rule we have been very happy with their service — generally subscribers magazines reach their destinations a day or so after being despatched, and most larger articles appear to reach their destinations without too many problems. We are aware that a few subscriber renewals 'go astray', but we do not believe that there are as many as claimed. It is surprising how often the renewals are not received by the same subscriber each year. We do feel that sometimes the missing renewal could be more correctly put down to forgotten renewal.

Back to Australia Post: of the individuals we come in contact with, at Little Bay, Matraville and South Epping, we cannot speak too highly of them and they are always courteous and seemingly happy to help in every instance. It was rather surprising for us to experience a problem that has resulted in the changing of our postal address. Simply an envelope containing a page advert for the February issue sat in the post office for over two weeks, resulting in quite a few disappointed people, advertiser and readers.

Our new postal address is **P.O. Box 4, Little Bay, 2036**. We will retain the Matraville address for a few years, for we do not plan to overprint any letterhead or envelopes. We do however ask that the Little Bay address be used for any mail.

AMRM in Melbourne

With the demise of the Model Dockyard a considerable number of regular readers who purchase their copy of AMRM from Dockyard will need to look elsewhere for AMRM as from next issue. Apart from newsagents, supplies of their magazine are available at the (A.R.E. Retail) Railfan Shop in the City of Melbourne and from the below listed outlets in the suburbs.

Engine Shed — Box Hill
McBees — Preston
Box Car Hobbies — Coburg
Hobbycraft — East Kew
Hobbyline — Syndal
Train World — East Brighton
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Joyca Hobbies — Hampton
Branch Line — Croydon

Alternatively, a regular subscription can be obtained from SCR Publications. Details are included in the listing on Page 10 of this issue.

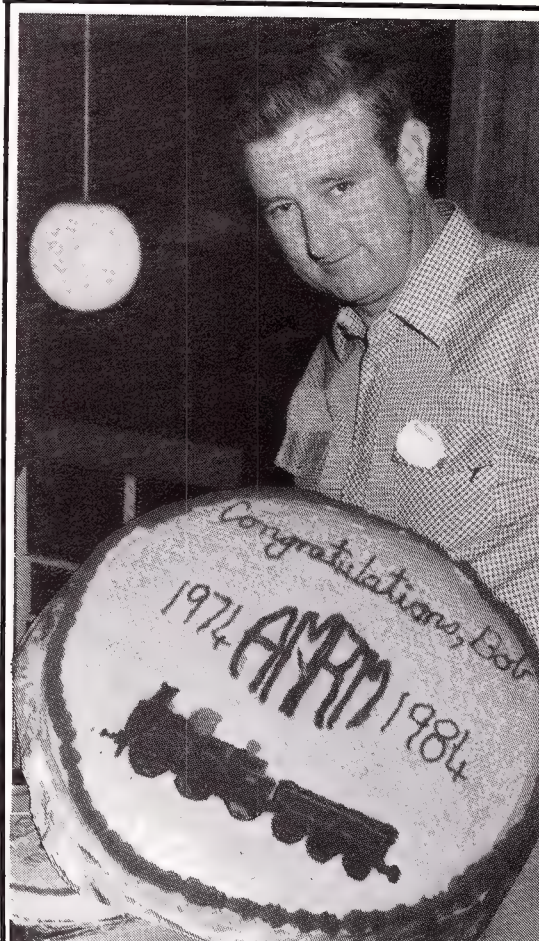
Brass Models

There is some debate at the overall standard of the HO scale brass engines being imported in large numbers into Australia at present. The debate revolves around the final price and the quality. There is some considerable evidence that for a set price a modeller has the choice between two models, both from the same manufacturer, but obviously vastly different in overall quality.

Do manufacturers have two or three standards of finish? If so, is it right that the paying public are expected to pay the same price for the lower

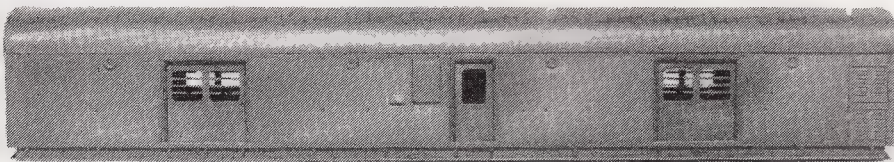
standard model? These are just some of the questions being asked in the discussions.

One thing that is quite evident from the latest batch of NSWGR models is that there is quite a waste of developmental cost on some of the models. Take the latest two for instance, both having the same tender bogies. As a cost saving factor the manufacturer could have used one casting for both models, but no, there is visual differences between the bogies on both models? Who is to blame? Manufacturer? Importer? Maybe if all local importers using the same manufacturers got together the cost price of some models could reduce. The NSWGR did use many common components like stacks, domes, safety valves, etc, etc on many of its fleet... so why cannot our importers get together and agree to use



TEN YEARS SERVICE

At a recent function, Bob Gallagher, AMRM Managing Editor for over ten years, was surprised with a presentation in the form of a cake. The decoration on the cake represented the cover of the first issue of AMRM that Bob worked on. The accompanying photographs illustrate our 'surprised' ME and his cake. No he did not eat it all, but we have it on first hand that the loco was tasty.



Pre-production sample of a new plastic kit — the NSW 'LHO' passenger brake van . . . expected to be released under the Camco label.

the same 'correct' detailing item on all model. We say 'correct' for there is a great variation in many of the so called similar detail items on our model.

COMMERCIAL NEWS

Arrivals

The HO scale model of the NSW D55 class built by Kumata for Bergs Hobbies arrived early in December 1984 as did the Mansfield NSW 40 class, built by Samhonga. The Samhonga built NSW C32 arrived at Casula Hobbies early in the year while the pilot model of the N scale 48 class arrived at Bergs Hobbies early in February 1984. As this issue went to press the C34 class from Samhonga for Trax Model Co arrived in the shops. Further to this the rerun of the Mansfield 43 class are now in stock.

At the Birkenhead Point Exhibition, Main West Models and Stephen Johnson Models released the 500 class railmotor trailer kit, and the Silver City Commet buffet car kit which was an addition to the Silver City power and trailer car kits released earlier in January.

The BGM VR 'X' class should be in Australia by the time that this column is printed.

If the rumours can be believed, details of a few new products will be released at the Camberwell Exhibition in early March 1984. Details next issue.

Casula Hobbies has re-released the ex-Trax NSW 'G' wagon, in a slightly modified form. The kit is now available with dreadnought ends.

Design Workshops have released a polyester cast structure kit in HO scale, featuring the P.McCauley furniture warehouse. The architecture is (Queen) Victorian and the style and standard of the kit is equal to the Magnuson Model range of kits. Design Workshops plan more Australian architectural kits, some of which include a two storey hotel, just like those that are on Railway Street, and terrace houses. The kits are available from some hobby shops in Sydney and Melbourne and by mail order.

F & G Models have recently released a number of new detailing items which includes ground lights, signalman and lever, man and barrow, fisherman, buckets, gate and fence set, luggage trolleys, pallets, grinder and vice, kegs, barrels, 44 gal drums, oil cans and small drums. F & G will soon advise of a new service to modellers.

Data Sheets have released two new sheets dealing with the NSW P(6) and (C)32 reframed and superheated. New sheets being prepared include the (C)30 and (C)30T classes.

Publications released recently include:- Along the Line in Tasmania Book 2 — Private Lines by the ARHS (A reprint).

Quorn Line Album by Railmac.

Bus Fleets — UTA Sydney & Newcastle by Railmac.

The Tarrawingee Tramway by Railmac.

Bus Fleets — Action Canberra by Railmac.

Metropolitan Corridor — Railroads and the American Scene — by John R. Stigoe (Vale U.P.)

Railways in the Canberra and Monaro Area by H.J.W. Stokes (ARHS — ACT Division).

Volume 10 Index for AMRM by SCR Publications (At Last).

Expected Arrivals

Australian Locomotive Company have advised that a model of the V.R. 'Y' class diesel will soon be available from their regular outlets.

The Mini Models NSW 'MLV' kit is still on the expected list. The problem is rather simple — some of the kit was dispatched by air mail and the remainder by surface mail. To their credit Mini Models have not been tempted to releasing 'half-a-kit'.

A new Lima catalogue has reached Australia and the cover features the NSW 422 class diesel which is expected later this year. The catalogue does not list any other 'new' Australian models which suggests that there will not be any more new Lima models this year.

Broad Gauge Bodies are soon to release two new kits, including another plain sided VR 'ELX' open wagon this time with GY pattern doors and the SAR 'CCS', a cattle wagon with high speed bogies.

Future Arrivals

Casula Hobbies is working on a new injection moulded kit, being an 'LHO' passenger brake van. An accompanying photograph illustrates the kit in its raw state. No release date has been advised.

Work is progressing on the Trax 48 class and MHG projects. To refresh memories, the 48 will be a ready to run model as will be the MHG. We have to hand, a couple of photographs which illustrate some production blanks. Much is expected of these two models which are due later in 1984.

Trax Model Co have advised of their future brass locomotive plans. A model of the NSW Z18 is due in October/November 1984. Following will be a run of the NSW C30/C30T class. The C30T will be run in four permutations, superheated or saturated with either six wheel or bogie tender. Which style of six wheel tender has not been designated. Trax are also giving some consideration to a model of a 10 ton Cowans & Sheldon accident crane. More details as information comes to hand.

In a trade newsletter Trax also advise of the expected arrival of the BS and FS coach kits and that the proposed BD and MLE kits will now be released as a BDX and a MLE ready to run model, made in Hong Kong.

The new Marklin catalogue has a few exciting aspects for American enthusiasts in Z scale, or better known as Mini-Club. The new catalogue lists a number of U.S. rolling stock items, a caboose and a model of the F7, which will be released in three roads, Southern Pacific, Santa Fe and Chessie.

Broad Gauge Models have been busy lately. A new release is a white metal casting of the rather common station balance scale, and following will be a couple of commercial scales — the ones the public pay to use to check if their clothes are shrinking. Their next plastic kit release, a T van kit is in the toolmaking stage, while the I wagon is in the drawing stages. The next kit on the list for BGM will be the VR 'M' cattle wagon. The signals mentioned in last issue are due for release soon while details are well in hand for the release in late April of a KMQ four wheel container flat and container as a kitset. BGM's next brass model of a steam engine from Korea will be the VR 'S' class in two styles — streamlined and unstreamlined. The streamlined version will only be available as a painted model.

Casula Hobbies have advised that a model of the NSW 442 in N scale will be available soon.

Other News

Casula Hobbies have moved shop and can now be found at 245 Northumberland Street, Liverpool. 2170.

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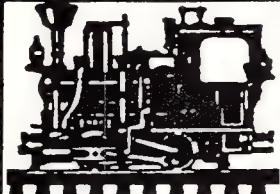
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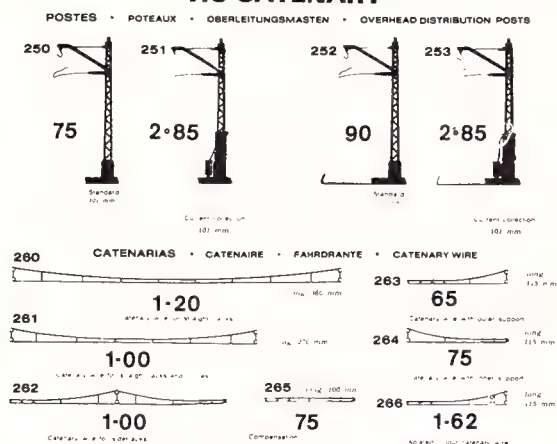
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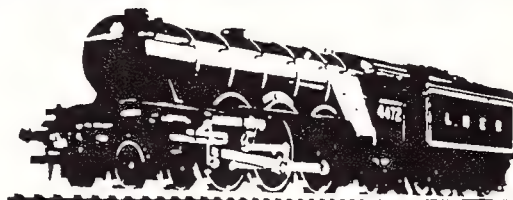
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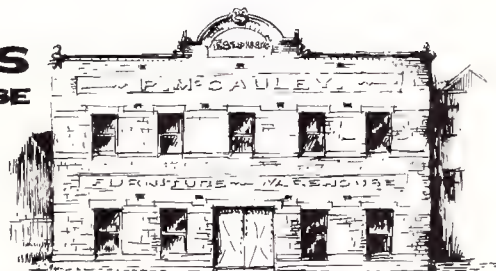
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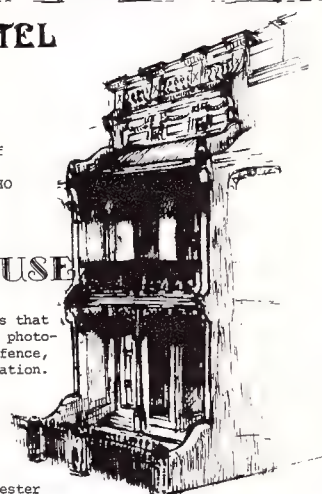
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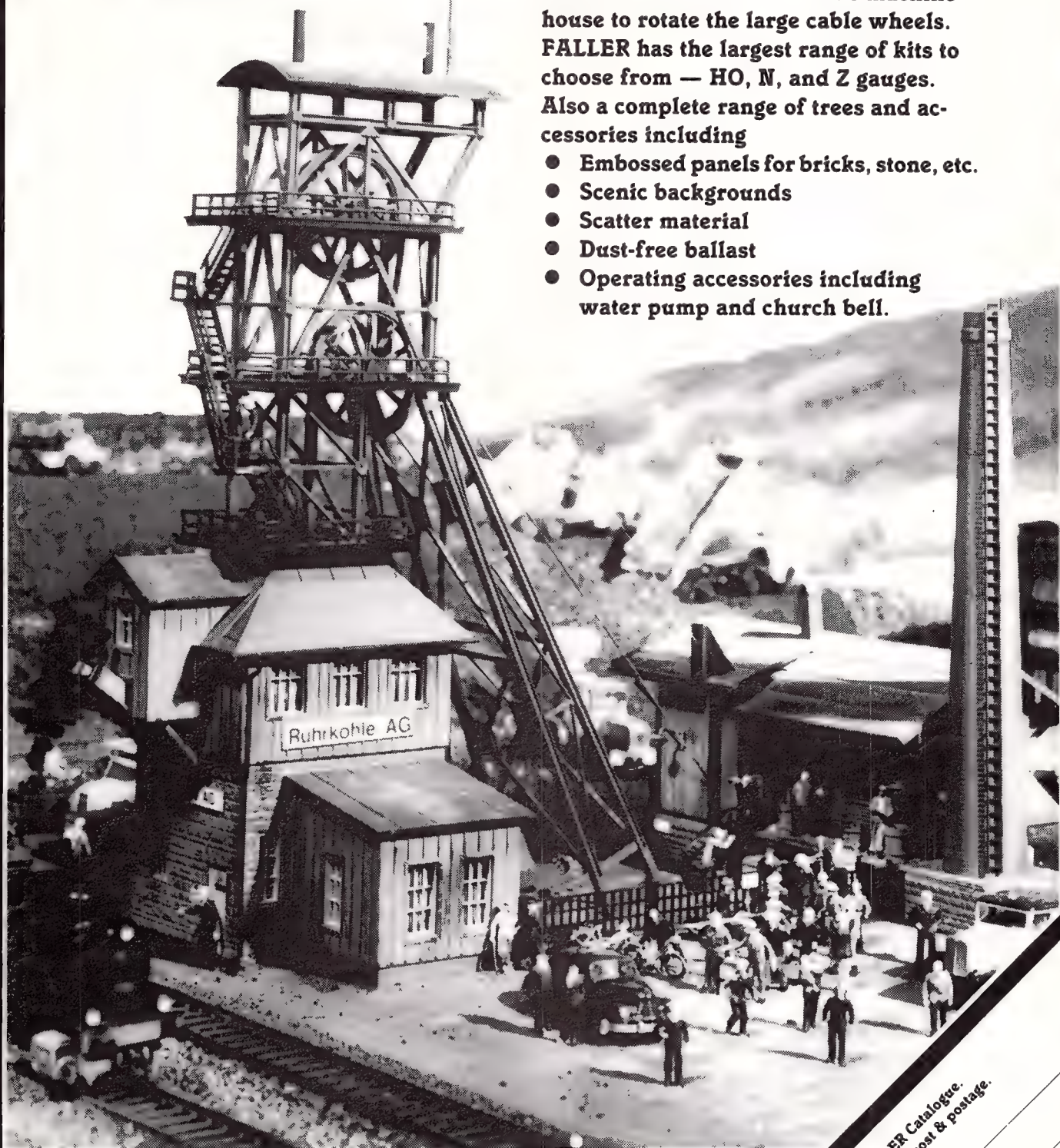
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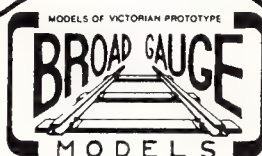
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'N'

PRR G5 4-6-0
SP F1 2-10-2, Colorado Midland #301 2-8-0, EMD E1 A & B both powered, EMD E3/6 both powered,
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Alco RSD 415, Baldwin Centerpied PRR and Standard Version, EMD GP9 Passenger, EMD GP7 Std,
EMD GP18 & GP20 Hi Nose, EMD GP18 & GP20 Low Nose, FM Trainmaster Phase II Standard and
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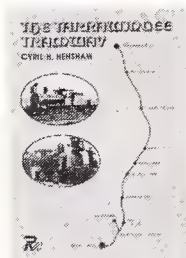
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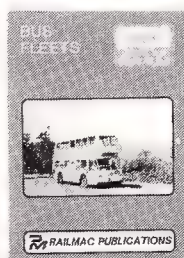
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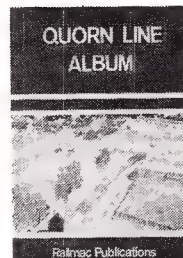
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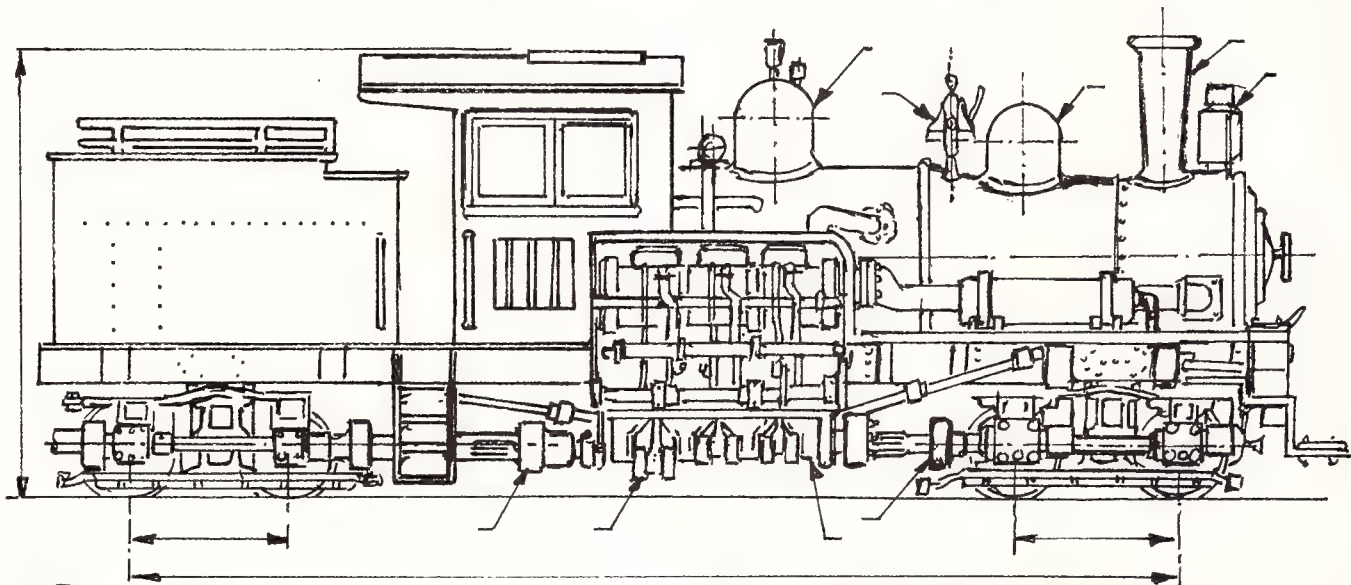
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PROJECT N°
841

TITLE

SHAY LOCOMOTIVE

DRAWN

D. FROST

DATE

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SCALE ~

DRWG. N°

S-85

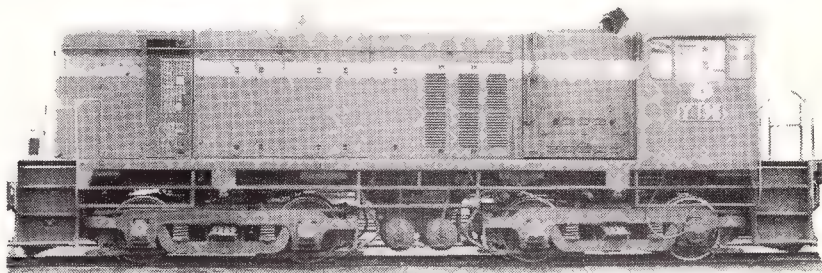
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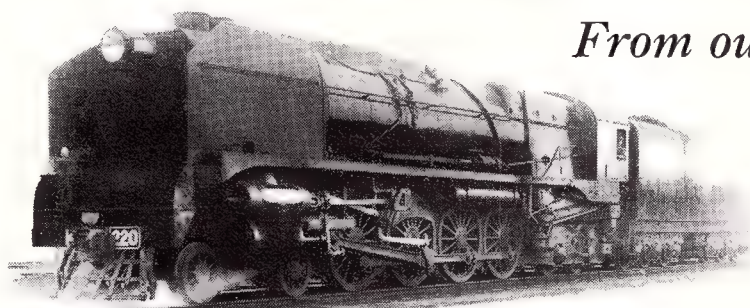
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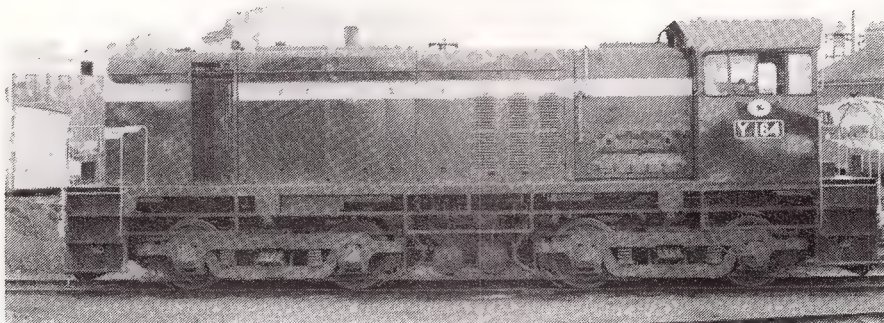
AUSTRALIAN LOCOMOTIVE COMPANY

P.O. BOX 173, BORONIA, VICTORIA 3155

ARRIVING MAY, 1984
Projected Price \$475

WHY NOT A "Y" V.R. "Y" CLASS DIESEL HO SCALE.

This General Purpose Locomotive will be handcrafted in brass by Samhongsu of Korea.



Prototype Photo.

The V.R. 'Y' class Diesel was built by Clyde Engineering Co. of N.S.W. between 1963-1968. These locomotives have been used extensively over the V.R. system for country passenger and freight services and various shunting duties.

This accurate brass model will feature a powerful can motor driving gearboxes on both bogies fitted with stainless steel tyred driving wheels, plus the superb craftsmanship this builder has demonstrated on our previous models of the K, D³, A² and X class locomotives.

A further **feature** of this model will be a complete **Factory Painted colour scheme**, with all over blue and gold stripe, V.R. logos, black underframe and glazed cab windows. A variety of number plates will be supplied with all models.

PRICE OF \$285 (subject to tariff variation) for an unpainted model or an **additional \$45** for the fully **Factory Painted** finish. Quantities are strictly limited, so secure your order with a **\$75 deposit**. Contact your present supplier or B.G.M. direct. Delivery approximately **June 1984**.

YE S IT'S THE "S" V.R. "S" CLASS 4-6-2 . . . HO SCALE

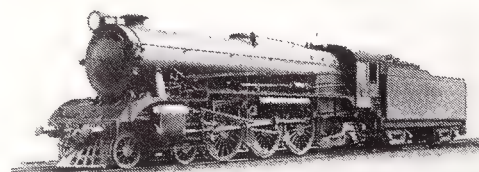
ONE OF THE FINEST AUSTRALIAN PASSENGER LOCOMOTIVES EVER BUILT

STREAMLINED version as running in 1940 — slotted pilot, original welded tender and bogies, full valancing etc.



'S' class photo. Courtesy V/Line

UNSTREAMLINED Original version based on 303 as running in 1933 — flanged chimney, pre-modified front-end, etc.



'S' class photo. Courtesy V/Line

VERY LIMITED QUANTITIES of both models will be handcrafted in Brass by Samhongsu of Korea. High Quality **Factory Painted** and Window glazing applied to both versions plus many more superb features displayed by this manufacturer.

Note: Unpainted models to Order Only.

Delivery expected **JAN-FEB 1985**. Pricing and Ordering details next issue.

Injection Moulded Polystyrene kits complete with metal wheels . . . HO Scale.

'GY' class 4 wheel open wagon.

Multi Pack 1. 5 GYs..... \$29.70

'U' Van. General purpose 4 wheeled Louvre Van.

'UB' Bogie Louvre Van complete with delrin bogies.

Other BGM Products

V.R. archbar and 40 ton cast steel bogies complete with metal spoked or disc wheels.

No.2 Gauge $\frac{3}{16}$ " pan head screws to mount bogies. Pack of 25

PW1. V.R. style etched brass shunters steps and brake wheels.

PW2. Etched brass brake lever and brake rigging to suit GY Wagons.

V.R. 'C' class water column white metal kit.

Photo Reproduction of Loco Numberplates N, J, and R

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Price \$ 6.95

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per pair Price \$ 5.10

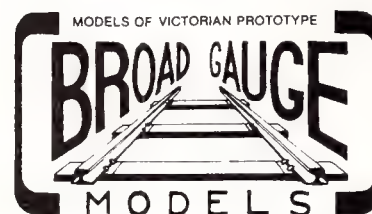
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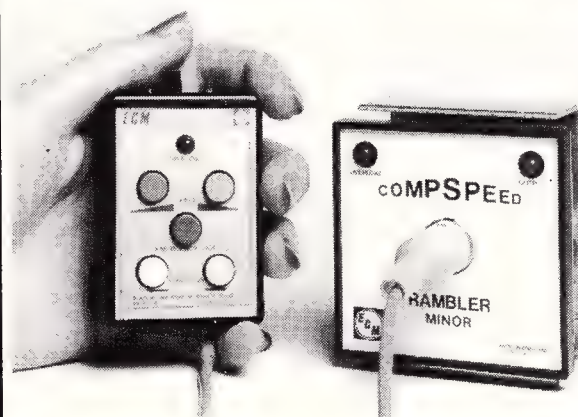
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VR GY Open Wagon	Three for 16.15
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<i>Above kits require decals & couplers</i>	
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CAMCO

NSWR CW 4 wheel cattle wagon	8.25
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<i>Each kit incl wheels and decals</i>	
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<i>(Tarpred or untarpred)</i>	
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<i>Kit incl bogies, wheels & decals</i>	
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Also available factory painted in Tuscan red, lined and numbered, which a choice of numbers from 48126 to 48165
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CPH Powered	\$270.00
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CTH Trailer	\$210.00

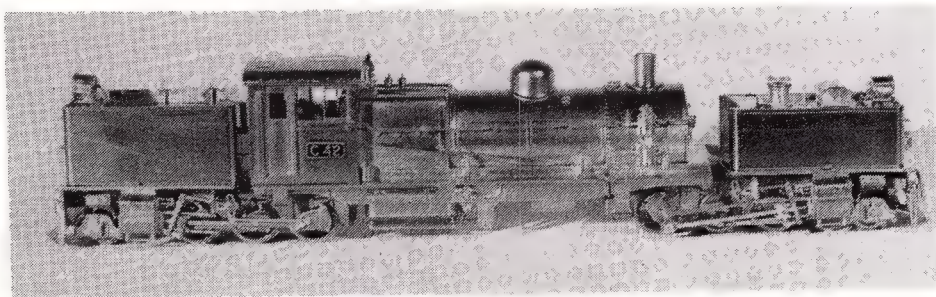
All the above models feature, smooth sided panels, original doors and original style windows with crown lights. A limited number of each type will be factory painted in Tuscan red with yellow lining, at an additional cost of **\$28.00 each**. Decals available at extra cost.



HOn2½ or HOn3 — The V.R. G41/42 GARRATT

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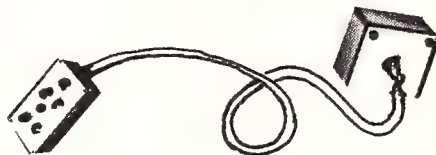
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Reduces the risk of point coil
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WALKAROUND IS HERE FOR '84.

This fabulous new product from Tempest Electronics has been tailored to our exacting standards for the Australian Modeller by "ECM" of England. This new throttle will surely be the answer to all your control demands. It will be highly sought after so don't miss out. Order yours now!
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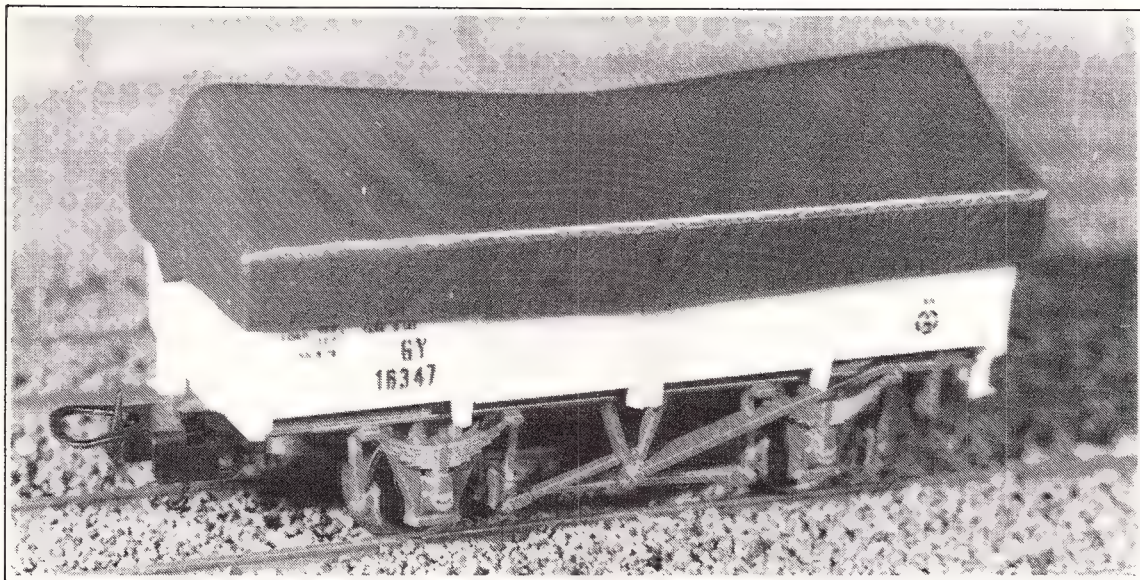
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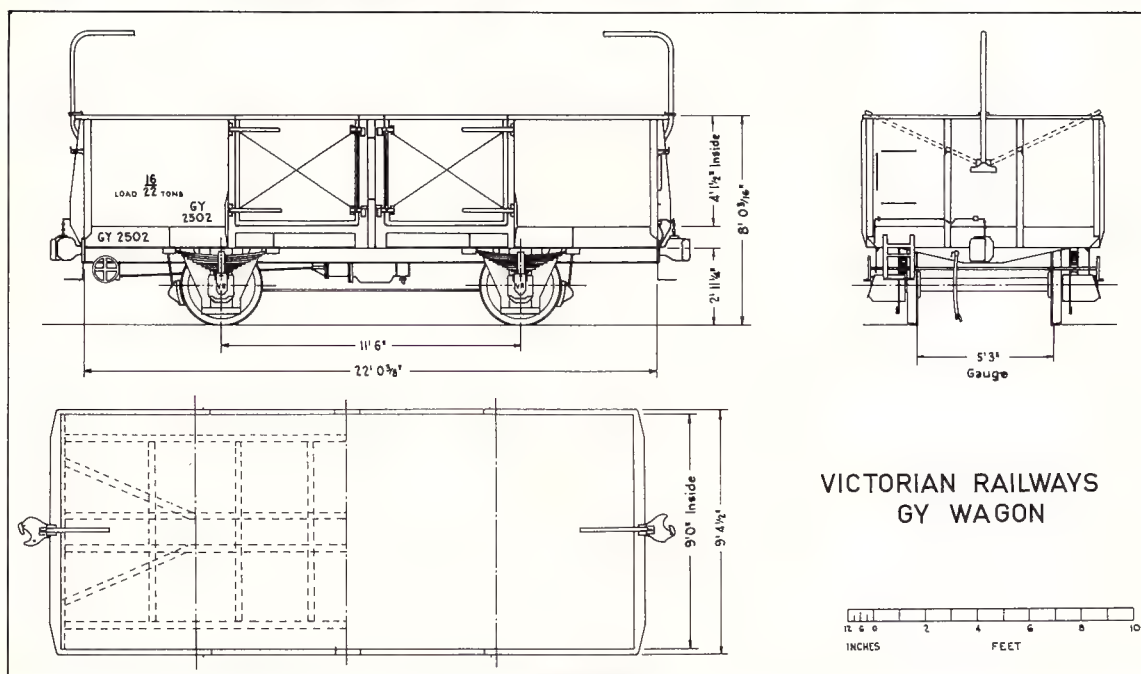


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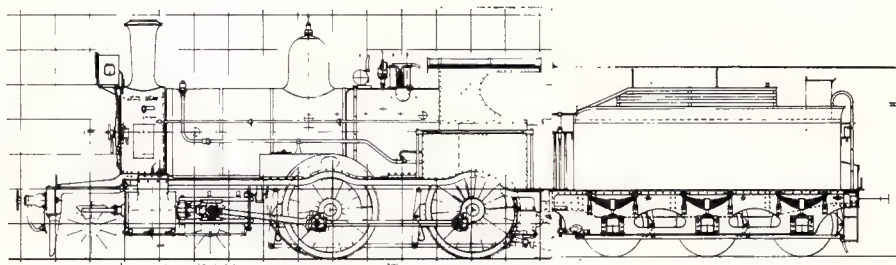
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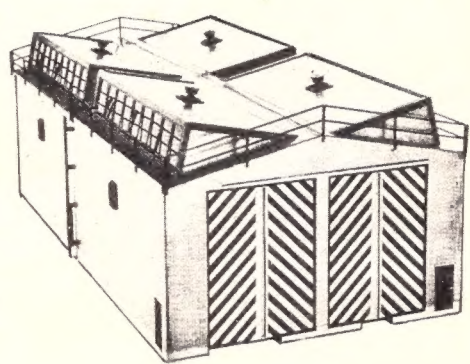
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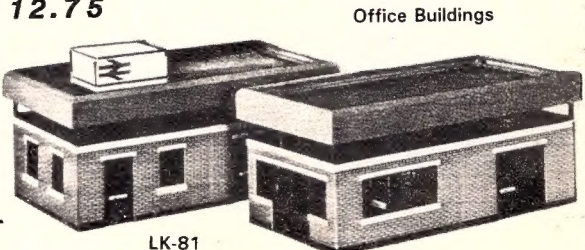
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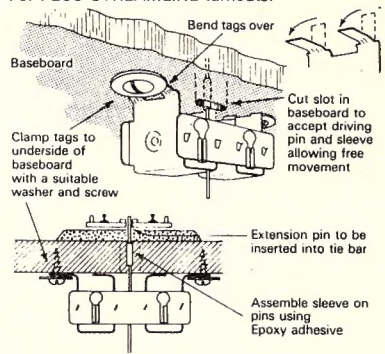
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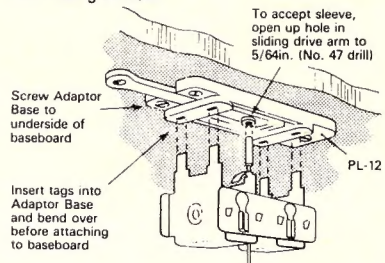
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